WEST~INGLE

Area Redevelopment Plan

BYLAW NO. 7469 AND EXPLANATIONS

JUNE, 1985

Table of Contents

Page

Part I Introduction

1.1 Background and Mandate 1
1.2 Location of West-Ingle 2
1.3 History of Development 2
1.4 West-Ingle Today 2
1.5 Citizen Participation and the Planning Process 3
1.6 Issues 5

Part II Plan Concept and Policies

Introduction 11
Interpreting the Policies 11
Plan Concept 11
Conformity with General Municipal Plan 13

Residential Policies

Policy 1 - Architectural Heritage Area 14
Policy 2 - Register of Heritage Buildings 16
Policy 3 - Historic Street Names 18
Policy 4 - Infill Housing 20
Policy 5 - Small Lot Housing 23
Policy 6 - Redevelopment Guidelines for the Bel Air Apartments 25
Policy 7 - Redevelopment Guidelines for the Princess Apartments 28
Policy 8 - Senior Citizen Housing 29
Policy 9 - Use of City-owned land on 122 Street 30
Policy 10 - Tender Proposal for City-owned land 31
Policy 11 - Commercial Redistricting for City-owned Property 32

Transportation Policies

Policy 12 - Traffic Management - Arterials 33
Policy 13 - Traffic Management - Cut-through Traffic (north of 107 Avenue) .. 34
Policy 14 - Traffic Management - Cut-through Traffic (north of 111 Avenue) .. 36
Policy 15 - Parking Management - 118 Avenue Parking Study 38
Policy 16 - Parking Management - 118 Avenue Redistricting Applications 39
Policy 17 - Proposed Extensions to the City Bikeway System 40

Parks and Recreation Policies

Policy 18 - Self Help Program for Parks and Recreation Improvements in West-Ingle 41
Policy 19 - Fencing of CN Rail Line 43

Commercial Policies

Policy 20 - Extent of 118 Avenue Commercial Strip 44
Policy 21 - Extent of 124 Street Commercial Strip 46
Policy 22 - Future Character of 124 Street 47
Policy 23 - Streetscape Improvements to 124 Street 48

Page

Miscellaneous

Policy 24 - Charles Camsell Hospital 50
Policy 25 - Districting Adjustments 52

Part III Proposed Land Uses

Introduction 57
RF1 - Single Detached Residential District 57
RF3 - Low Density Redevelopment District 57
RF4 - Semi-Detached Residential District 57
RA7 - Low Rise Apartment District 58
RA8 - Medium Rise Apartment District 58
RA9 - High Rise Apartment District 58
CNC - Neighbourhood Convenience Commercial District 58
CB1 - Low Intensity Business District 60
US - Urban Services District 60
AP - Public Parks District 60
DC2 - Comprehensively Planned Development District 61
DC5 - Site Specific Development Control District 61

List of Maps

		Page
Map 1	Location of West-Ingle	1
Map 2	Plan Concept	12
Map 3	Architectural Heritage Area	15
Map 4	Heritage Homes	17
Map 5	Historic Street Names in the Architectural Heritage Area	19
Map 6	Low Density Redevelopment District - Infill Housing	20
Map 7	Residential Rehabilitation Assistance Program (R.R.A.P.)	22
Map 8	Low Density Redevelopment District - Small Lot Housing	24
Map 9	Bel Air and Princess Apartments Sites	27
Map 10	Disposition of City-owned land on 122 Street	30
Map 11	Traffic and Parking Management Measures	35
Map 12	Proposed Extensions to the City Bikeway System	40
Map 13	City-owned Buffer Strip	42
Map 14	118 Avenue and 124 Street Commercial Strips	45
Map 15	Districting Adjustments	54
Map 16	Land Use Districts	59

List of Figures

		Page
Figure 1	Guidelines for Renovation or Redevelopment	16
Figure 2	Appropriate Locations for Historic Street Names	19
Figure 3	Examples of Small Scale Infill Housing	22
Figure 4	Small Lot Housing	24
Figure 5	Cross Section of Transition in Built Form	27
Figure 6	Traffic Management Measure for 122 & 123 Streets	37
Figure 7	Minor Improvements that could be Implemented by Merchants	49
Figure 8	Examples of Improvements to Public Space on 124 Street (funded by merchants)	49

PART I INTRODUCTION

- Mandate
- Description of Neighbourhood
- Citizen Participation
- Issues

INTRODUCTION

1.1 Background and Mandate

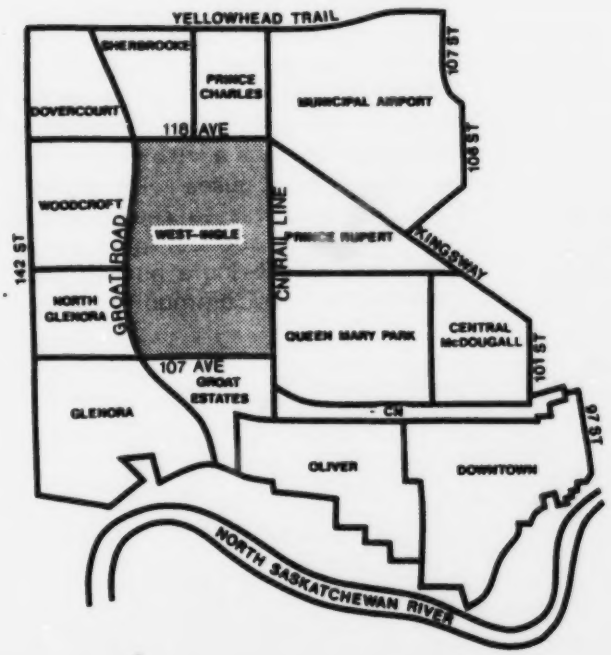
West-Ingle is an older, low density, residential neighbourhood. The features that make West-Ingle a desirable neighbourhood in which to live include proximity to the downtown, tree-lined streets, older homes with historic character, a vital commercial strip and the availability of community services.

West-Ingle has retained its stable, low density character over the years, but at the same time has gradually accumulated a number of problems characteristic of older neighbourhoods including uncertainty in future land use, the loss of historic character through inappropriate renovation or redevelopment, cut-through traffic and on-street parking problems and the future viability and appearance of the commercial strips.

The case for designation of West-Ingle as a plan area was documented in briefs submitted to City Council and the Public Affairs Committee by the West-Ingle Community Development Association (WICDA) between 1978 and 1980. WICDA, in conjunction with the Westmount and Inglewood Community Leagues, has been involved in planning matters in West-Ingle during the past eight years.

In April 1980, the Planning and Building Department prepared the Neighbourhood Planning Ranking Report which set priorities for the areas in need of neighbourhood plans and West-Ingle was identified as being in need of detailed planning. Consequently at the December 10, 1982 meeting of City Council, the Planning and Building Department was directed to prepare a comprehensive neighbourhood plan, referred to as an Area Redevelopment Plan, for the West-Ingle community.

MAP 1
LOCATION OF WEST INGLE



1.2 Location of West-Ingle

West-Ingle is approximately 4 kilometers (2.5 miles) to the northwest of the Downtown. It is bounded on the east by the CNR rail line at approximately 121 Street, on the west by Groat Road, on the south by 107 Avenue and on the north by 118 Avenue. Map 1 shows the location of the West-Ingle plan area in northwest Edmonton.

1.3 History of Development in West-Ingle

West-Ingle consists of two neighbourhoods: Westmount, which includes the southern portion of West-Ingle up to 111 Avenue, and Inglewood, which includes the northern portion between 111 Avenue and 118 Avenue. Westmount is one of the oldest neighbourhoods in the city. Development to the east of 127 Street coincided with much of the growth in the Groat Estate area. Many of the homes in this area were built during the Edmonton land boom which began in 1912. The neighbourhood was popular with young professionals, mainly doctors, lawyers and educators.

In 1910 the area that came to be Inglewood began to develop but much of the housing stock that exists today was not built until after the Second World War. By 1950, Inglewood was populated enough to establish its own Community League.

The major developments in West-Ingle between 1945 and 1979 include the Charles Camsell Hospital built in 1945, the Bel Air Apartments built in 1954 with some additional apartment buildings constructed during 1977, the Alberta Health Care Building constructed in 1969, the Westmount Highrise built in 1972 and St. Andrews Centre for Senior Citizens built in 1979.

A detailed history of the Inglewood and Westmount neighbourhoods is in the Appendix.

1.4 West-Ingle Today

West-Ingle today is a relatively stable, older area. Forty-five percent of the residents have lived in the community for more than three years. Newcomers are attracted to West-Ingle by the sense of history found in the older homes, mature trees and landscaping in the community. There is considerable renovation by both long-term residents and newcomers which is a sign of residents' pride in West-Ingle. West-Ingle has many homes of historical interest, contains a vital commercial strip, 124 Street, and is well served by city buses with a high frequency of service providing convenient access to the downtown and other areas of the city. The neighbourhood contains or is close to, numerous community facilities. West-Ingle has seven churches, an adequate supply of open space, two Community League facilities and a Y.M.C.A.

The population trends and structure of West-Ingle are similar to other older neighbourhoods in Edmonton. Like many older neighbourhoods West-Ingle has experienced a decrease in population over the past ten years. According to the 1982 Civic Census, West-Ingle has a total population of 10,601 persons as compared with 11,566 persons in 1972. This is a decrease of 8.3% over ten years. In terms of age composition of the overall population, West-Ingle has a higher percentage of senior citizens and a lower percentage of its population under 19 years of age in comparison with the city as a whole.

There are 5,590 households in West-Ingle. The average household size is 1.89 persons per household which is smaller than the city average of 2.64 but comparable to other older neighbourhoods in Edmonton. One and two person households in West-Ingle make up 73.9% of the total households and 18.8% of households have children. This household composition reflects the general movement of young families with children to suburban areas where housing is newer, larger and generally less expensive than in the older neighbourhoods.

In 1982, tenure in West-Ingle was similar to other older neighbourhoods, being predominantly rental with 69.6% of the total number of dwelling units being rented, 23.8% owned and about 6% vacant. By comparison in the city in 1982, 51% of all dwellings were rented and 49% were owned.

1.5 Citizen Participation and the Planning Process

During 1983 a citizen participation program for developing the West-Ingle Plan was carried out. The program involved individuals, property owners, businesses and community groups; that is, all those with an interest in the community. The following meetings and opportunities for resident input took place between September 1982 and December 1983.

September 1982

- The WICDA Planning Committee was established. It is made up of a Chairman, several residents from both the Inglewood and Westmount neighbourhoods and City planners.

November 1982

- A Resident and Non-resident Survey about planning issues was mailed out and there were 917 responses. In May 1983, the report analyzing the results of the survey was made available.

March 1983

- Issues Workshops were held to obtain resident input on redevelopment, historic preservation, traffic problems, parks and recreation issues, commercial and institutional land uses. A report was prepared analyzing the results and mailed out in May 1983 to participants, the Community Leagues and WICDA.

ISSUES WORKSHOPS HELD
AT ST. ANDREW'S CENTRE
MARCH 1983

June 1983	. An Open House was held for residents to present the results of public input gathered to date and information from other civic departments on plan issues in West-Ingle.
July 1983	. A Transportation Committee was formed to propose traffic management measures for traffic problems identified in the Issues Workshops and the Resident Survey. The Committee is made up of a Chairman, residents from both Inglewood and Westmount neighbourhoods, representatives of the Transportation Department and the City Planner.
November 1983	. The West-Ingle Community Profile report was prepared and mailed to all residents and property owners in West-Ingle. The Community Profile contains information on population, land use, housing, and planning issues in the neighbourhood.
December 1983	. Public meetings were held to present Draft Plan proposals and receive resident input on housing, redevelopment, design guidelines for historic preservation, traffic management measures, a "self-help" program for parks and recreation improvements and improvements to commercial land uses.
January - September 1984	. Final draft West-Ingle Plan prepared.
November 13, 1984	. Public Hearing on West-Ingle Plan. First and Second Reading. Plan referred back to Administration to review concerns.
December 1984 - April 1985	. Meetings with residents of proposed Architectural Heritage Area. Revisions to Plan.
May 14, 1985	. City Council approves the West-Ingle Area Redevelopment Plan. Draft Plan proposals to introduce design guidelines and direct control (DC1) zoning in the Architectural Heritage Area, and to downzone RA8 properties along 124 Street to RA7, are deleted.

1.6 Issues

The following issues were identified by residents in submissions to City Council and the Public Affairs Committee during 1978 and 1979, in a Resident Survey conducted in the fall of 1982 and at Issues Workshops held in the winter of 1983. The issues were verified by the Planning Department during the plan preparation process.

1. Redevelopment Pressure

During the 1970's and early 1980's West-Ingle experienced pressure for redevelopment. Between January 1981 and May 1983 there were 136 development applications in West-Ingle. The greatest number of applications, 95, or 70% were for residential uses and approximately half of these were for redevelopment to higher density residential uses. The other half of residential development applications were for renovations.

Thirty-seven or 27% of the total number of development applications were for commercial development and the majority of these applications were for additions and renovations to businesses along 124 Street indicating the desire of 124 Street merchants to maintain and improve the businesses and shops located on this commercial strip.

While pressure for redevelopment declined during 1982-83, West-Ingle continues to be a desirable neighbourhood to live in and will attract redevelopment again in the event that the economy and housing market becomes more active.

2. Conservation of Housing with Historical Character

Most of the houses on 125 Street and 126 Street between 107 Avenue and 110 Avenue were constructed between 1912 and 1925 and have retained their original architectural character. Over the past 5 to 7 years, property owners in this area have shown great interest in repairing and renovating these older homes and there is a need to ensure that future renovation and redevelopment that occurs will conserve the original architectural features and character of these homes.

3. Traffic Problems

West-Ingle is located close to the downtown, is bordered by major arterials and contains two commercial strips. It also has a number of institutional land uses including schools, a hospital and Senior Citizen housing projects. These factors contribute to cut-through traffic and on-street parking problems in the neighbourhood.

Three locations where an on-street parking problem has been identified have already been addressed and include; the residential streets adjacent to the Alberta Health Care Building, the Charles Camsell Hospital and the YMCA.

i) Alberta Health Care Building

When an overspill parking problem was identified on the local streets adjacent to the Alberta Health Care Building, the Transportation Department sent Engineering Bulletins to residents affected by the overspill parking during December, 1983. The Bulletins requested resident input for a proposal to increase the area under parking restrictions. The response rate was low, 2 to 3%, however one parking modification was implemented. A sign has been placed on the north side of 117 Avenue, east of 130 Street, restricting on street parking to 2 hours. If at some future time residents wish to have parking restrictions increased in this area, or other problem areas in West-Ingle, they can petition the Transportation Department. This process can be initiated by a resident living in the area affected by a parking problem or the West-Ingle Community Development Association.

ii) Charles Camsell Hospital

The Charles Camsell Hospital has hired consultants to prepare a Hospital Master Plan which addresses access and parking among other issues.

The Master Plan proposes the development of 100 additional paved parking stalls on hospital property in order to accommodate the demand for staff and visitor parking. This should help alleviate the on-street parking problem in the Hospital area. The site proposed for additional parking is the open space located adjacent to 127 Street between 114 and 115 Avenues. The parking proposal includes a 10 meter landscaped buffer for the benefit of residents on the east side of 127 Street.

iii) YMCA

The YMCA at 12840 - 109 Avenue is not able to provide sufficient on-site parking for patrons and as a result there is an on-street parking problem on 129 Street particularly during the evening. Solutions to alleviate the parking problem are under review by the City Parks and Recreation Department and the YMCA. One solution under consideration is developing a parking lot on the adjacent Westmount Community League site in conjunction with plans for closing 109A Avenue.

4. Improving the Quality of Open Space

While the supply of park space in West-Ingle is sufficient almost half of the neighbourhood park space is made up of the strip of City-owned land adjacent to the CN rail line extending the whole length of the eastern boundary of West-Ingle at approximately 121 Street. It is 36.5 metres (120 ft.) wide and consists of 6.9 hectares (17.1 acres) of land. At present active games are discouraged because of the adjacent rail line and consequently the green space is not as well used as it could be. This area was identified as the major Parks and Recreational concern by residents at Issues Workshops.

5. The Northwest and West Extension of the LRT

During the past five years, various alternative routes for the northwest and west extension of the LRT have been considered including a route along the CN line at 121 Street on the eastern boundary of West-Ingle and a route along 107 Avenue which is the southern boundary of the neighbourhood. Residents of West-Ingle have been concerned about the impact an LRT along these routes would have on their neighbourhood. The City's present Transportation Bylaw shows that the northwest LRT extension will be in the general area of 105 Street and the west extension will be located generally south of Stony Plain Road. The West-Ingle Plan therefore does not deal with this matter. The proposed northwest and west extensions of the LRT are presently based on a 10 to 20 year timeline.

PART II PLAN CONCEPT AND POLICIES

- Introduction
- Interpreting the Policies
- Plan Concept
- Conformity with General Municipal Plan
- Plan Policies

Introduction

This section presents policies to guide future development and improvements in West-Ingle. The policies, together, comprise a proposed development concept for the neighbourhood.

Policies 1-11 deal with residential land use. Policies 12-17 cover traffic and parking management. Policies 18 and 19 outline proposals for minor parks improvements. Policies 20 to 23 deal with improvements to commercial areas. Policy 24 sets out guidelines for the future expansion of the Charles Camsell Hospital. Policy 25 describes minor adjustments in districting required so that districting more accurately reflects existing land use.

Interpreting the Policies

Statements following the title "Policy" shall be deemed the policy of Council with respect to all matters relating to the West-Ingle Plan Area.

Statements following the title "Explanation" are interpretations of the above mentioned policies and are to assist Council or any of its delegated approving authorities or officers in rendering a decision on matters arising from the implementation or enforcement of the policies.

Plan Concept

The plan concept for West-Ingle is shown on Map 2. Overall, the plan proposes to maintain the low density residential and historical character of the neighbourhood. The RF1 single family districting is retained in the southwest portion of the neighbourhood. The area generally bounded by the lanes west of 124 Street and east of 127 Street, and by 107 and 111 Avenues is designated an Architectural Heritage Area. Small-scale infill housing (duplexes, threeplexes and fourplexes) and new single detached homes on resubdivided 25' lots are encouraged throughout the rest of the neighbourhood with the exception of existing apartment areas.

On the large Bel Air Apartments site, the Plan recommends that future development not exceed the current permitted density of RA7 (Low-Rise Apartment District). Buildings on the periphery of the site should be oriented to the street and sensitive in design and height to surrounding single-detached housing.

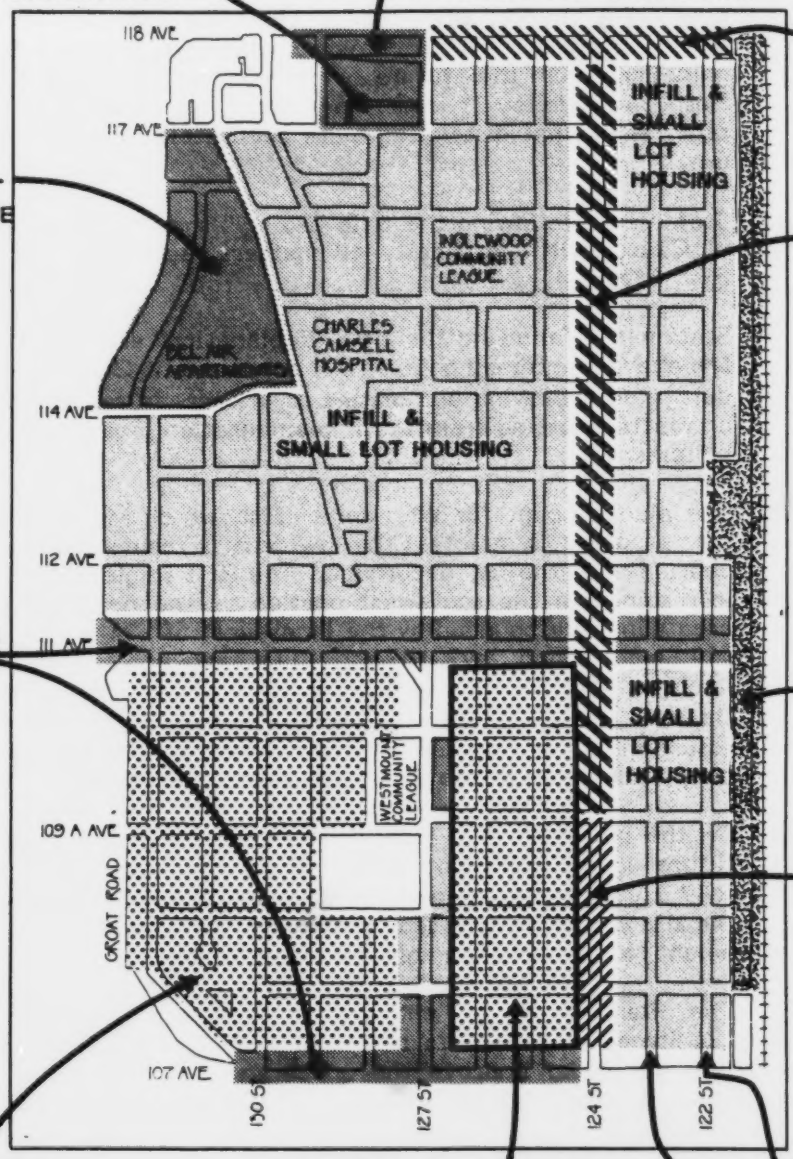
The Plan makes no changes to commercial districting along 124 Street but supports the efforts of the 124 Street Merchants' Association to improve the appearance of the strip. The RA8 Medium-Rise Apartment District is retained along 124 Street.

Finally, to improve the general quality of West-Ingle's residential environment, the Plan calls for traffic management schemes on 122 and 123 Streets and the limited improvement of the open space along the CN railway line south of 111 Avenue through a neighbourhood self help program.

MAP 2

PLAN CONCEPT

WEST-INGLE



PRINCESS APARTMENTS - GUIDELINES FOR FUTURE RESIDENTIAL REDEVELOPMENT

OPPORTUNITY FOR EXPANSION OF 118 AVENUE COMMERCIAL STRIP

118 AVENUE COMMERCIAL STRIP TO BE MAINTAINED & PARKING STUDY

BEL AIR APARTMENTS - GUIDELINES FOR FUTURE RESIDENTIAL & COMMERCIAL REDEVELOPMENT (HEIGHT TRANSITION)

MEDIUM-RISE APARTMENTS (RA8)

LOW RISE APARTMENTS MAINTAINED

SELF - HELP PROGRAM FOR PARKS IMPROVEMENTS

IMPROVEMENTS TO 124 STREET BY MERCHANT'S ASSOCIATION

SINGLE FAMILY RESIDENTIAL AREA (RF1 DISTRICT)

ARCHITECTURAL HERITAGE AREA

TRAFFIC MANAGEMENT MEASURE

Conformity with the the General Municipal Plan

The General Municipal Plan, adopted by City Council on July 4, 1980, sets out a growth strategy, objectives and broad policies to direct future development in the City of Edmonton. As such, it provides the policy framework for the West-Ingle Area Redevelopment Plan.

West-Ingle is identified as an inner city neighbourhood in the General Municipal Plan. The West-Ingle Plan seeks to protect low density residential areas and promotes small scale infill redevelopment and small lot housing. This is in accordance with General Municipal Plan Objective 5.B to increase the amount of housing in the inner city with an emphasis on family housing and Policy 5.B.7 which encourages the rejuvenation of predominantly lower density inner city neighbourhoods through rehabilitation and selective redevelopment.

The West-Ingle Plan establishes an Architectural Heritage Area and provides architectural guidelines for renovation and redevelopment in accordance with Objective 16.A of the General Municipal Plan to promote the conservation of historic buildings, sites and areas in Edmonton.

The West-Ingle Plan establishes limits to commercial strip development along 124 Street, 118 Avenue and 107 Avenue in accordance with Objectives 6.C and 6.G of the General Municipal Plan to minimize negative impacts of commercial development on adjacent residential areas. The West-Ingle Plan also promotes improvements to the appearance of the 124 Street commercial strip in accordance with General Municipal Plan Policy 6.G.4.

The West-Ingle Plan promotes the optimization of existing parks and recreational facilities in accordance with Objective 10.B of the General Municipal Plan. Policy 10.C.2 in the General Municipal Plan encourages increased involvement of local communities in developing and implementing parks and recreation services and the West-Ingle Plan proposes that the City Parks and Recreation Department assist WICDA in carrying out a Self-Help Parks Improvement Program.

The West-Ingle Plan proposes a traffic management measure in accordance with General Municipal Plan Objective 8.D to minimize the impact of transportation on inner city communities.

RESIDENTIAL POLICIES

Policy 1 - Architectural Heritage Area

The portion of West-Ingle between 107 Avenue and 111 Avenue, the lane west of 124 Street and the lane east of 127 Street will be known as an Architectural Heritage Area. Property-owners in this area are encouraged to renovate or rebuild in the architectural styles which characterized West-Ingle between 1912 and 1925.

Explanation

It is the intent of this policy to conserve the unique architectural heritage of West-Ingle. This is in accordance with General Municipal Plan Objective 16.A to promote the preservation of historic areas in the City.

The Architectural Heritage Area in West-Ingle is defined by the high concentration of architecturally significant homes, by the age of these homes (almost all dating between 1912 and 1925) and the history of subdivision. The area of West-Ingle that is east of 127 Street was subdivided and incorporated into the City of Edmonton in 1904 and thus the character of this area differs from the newer area of West-Ingle west of 127 Street.

Most of the homes in the Architectural Heritage Area have retained their original architectural style, details, materials and craftsmanship and in this way contribute to the distinctive residential character of West-Ingle. The individual architectural merit of some homes in West-Ingle becomes more important when viewed in the context of the street and the neighbourhood and are collectively an asset to the City as a whole. Older buildings are increasingly being recognized as an undervalued asset. Sensitive rehabilitation can result in increased property values and help prevent neighbourhood decline. A detailed history of the Inglewood and Westmount neighbourhoods compiled by residents is contained in the Appendix.

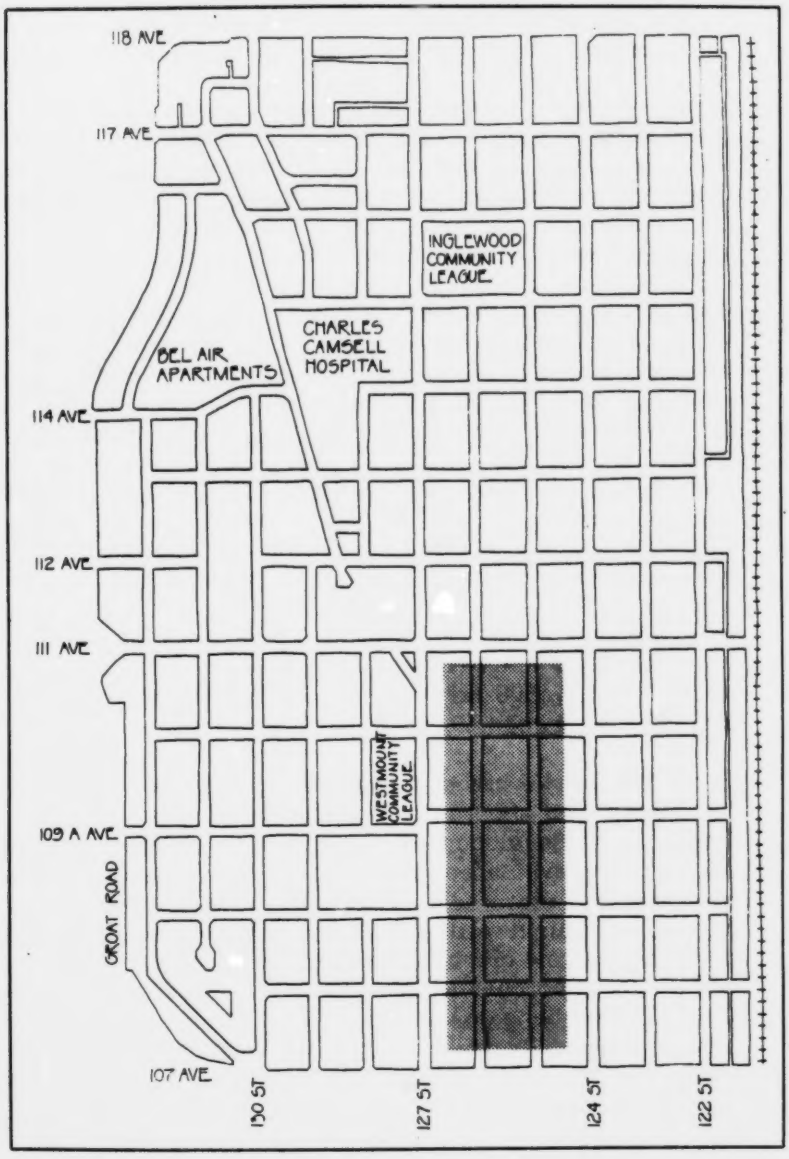
The development regulations of the Single Detached (RF1) Residential District (Section 110 of the Land Use Bylaw) will remain in effect in the Architectural Heritage Area.

EXAMPLES OF ARCHITECTURALLY SIGNIFICANT HOMES

MAP 3

ARCHITECTURAL HERITAGE AREA

WEST-INGLE



ARCHITECTURAL HERITAGE AREA

Policy 2 - Register of Heritage Buildings

The Administration will:

i) **submit a list of West-Ingle heritage homes to be added to the Edmonton Register of Heritage Buildings.**

ii) **prepare a Heritage Renovation Brochure for the information of the owners of heritage homes which describes how to renovate in order to maintain the historical character of the home.**

Explanation

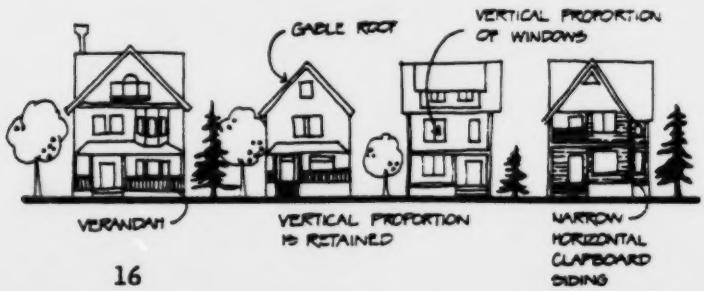
Older homes in West-Ingle that have retained their original architectural characteristics are described as heritage homes and will be added to the City of Edmonton Register of Heritage Buildings maintained by the Edmonton Historical Board. West-Ingle homes that will be on the Register of Heritage Buildings are listed in the Appendix and shown on Map 4.

The purpose of the Register is to identify significant remaining heritage resources in Edmonton. Once West-Ingle heritage homes are added to the Registry, owners of these homes will receive a Heritage Renovation Brochure to be prepared by the Planning and Building Department. The purpose of the Heritage Renovation Brochure is to provide advice to property owners on the methods and materials to be used in West-Ingle in order to maintain the architectural style that characterized the neighbourhood in the 1912 to 1925 period. Figure 1 provides an example of the guidelines that might be included in the brochure.

In 1983, the Edmonton Historical Board selected West-Ingle for a neighbourhood heritage evaluation because it contains approximately 600 homes that were built before 1940, with about 300 dating between 1912 and 1925.

Older West-Ingle homes (those dating between 1912 and 1925) have been evaluated according to a "Neighbourhood Heritage Evaluation Check List" developed by the Edmonton Historical Board. These houses were evaluated according to the presence of the following architectural features contained in the checklist; two to two and a half storey height with a "tall and narrow" proportion, front facing dormers, narrow clapboard siding, or shingles, multi-paned vertical windows and porches which extend the whole front of the building. Single storey bungalows with a small verandah on half the front are also a popular historical style in West-Ingle. These bungalows share the characteristics of wood shingles, narrow clapboard siding, and vertical multi-paned windows.

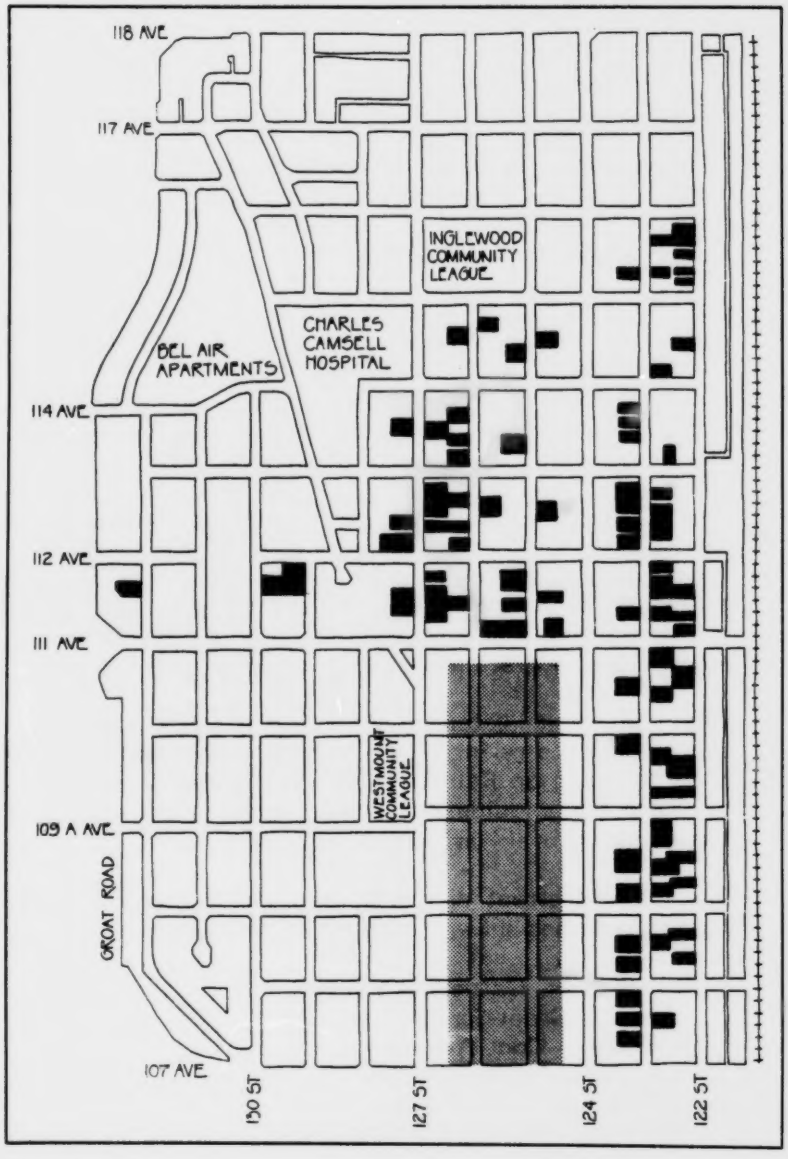
FIGURE 1. GUIDELINES FOR RENOVATION AND REDEVELOPMENT



MAP 4

HERITAGE HOMES

WEST-INGLE



ARCHITECTURAL HERITAGE AREA

OTHER HERITAGE HOMES BUILT 1912 - 1925

Policy 3 - Historic Street Names

The introduction of historic street names in the Architectural Heritage area of West-Ingle in accordance with City policy will be supported. Materials and installation are to be funded by residents.

Explanation

A petition conducted in April 1984 by the West-Ingle Community Development Association indicated that the majority of residents in the Architectural Heritage Area supported the re-introduction of historic street names in this portion of West-Ingle and were willing to pay for new signs. The petition proposed that the historic names be added to the existing sign posts (i.e. the present street numbering system would be maintained) and that the cost for materials and installation (estimated at $7-10 per household) was to be borne by residents.

Present City policy does not support the addition of historic street names to the existing sign posts. This policy is a result of the Civic Emergency Departments' views that confusion concerning street identity could arise during an emergency, both in communicating the correct address and in finding the location by the Emergency Department concerned.

The Civic Emergency Departments do however, support the introduction of historic street names if they are kept a distance from, or are made very different from, the existing numbered street signs. Alternative locations include locating brass plaques mid-block in the sidewalk, or engraving the historic names in the sidewalks at street corners as shown in Figure 2.

The Edmonton Historical Board gave their unanimous support to the proposal to re-introduce historic street names in West-Ingle at their meeting on February 23, 1984. This proposal in conjunction with the design guidelines, would enhance the special character of the Architectural Heritage Area.

The historic street names in the Architectural Heritage Area are listed below and shown on Map 5 as follows:

125 St. - St. Catherine Street
126 St. - Groat Street
108 Ave. - Coot Avenue
109 Ave. - Green Avenue
109A Ave - St. Lawrence Avenue
110 Ave. - Albany Avenue

The original names of other streets and avenues in West-Ingle are listed in the Appendix.

MAP 5
HISTORIC STREET NAMES IN THE
ARCHITECTURAL HERITAGE AREA

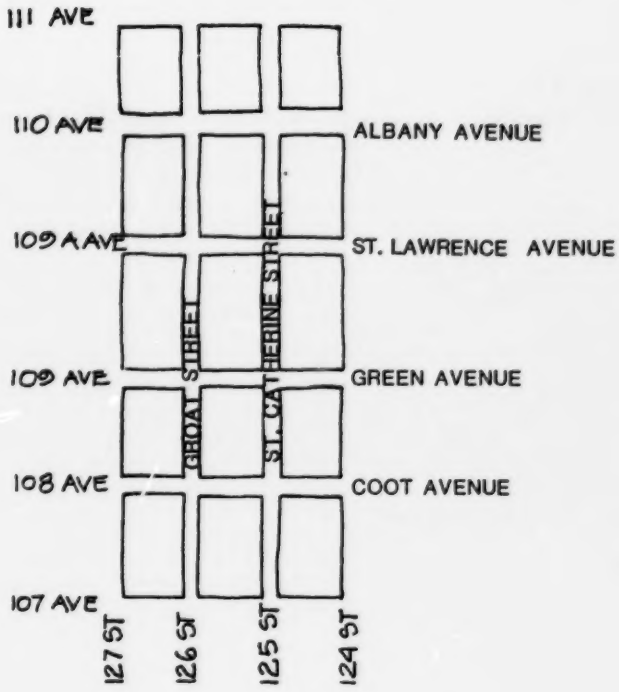
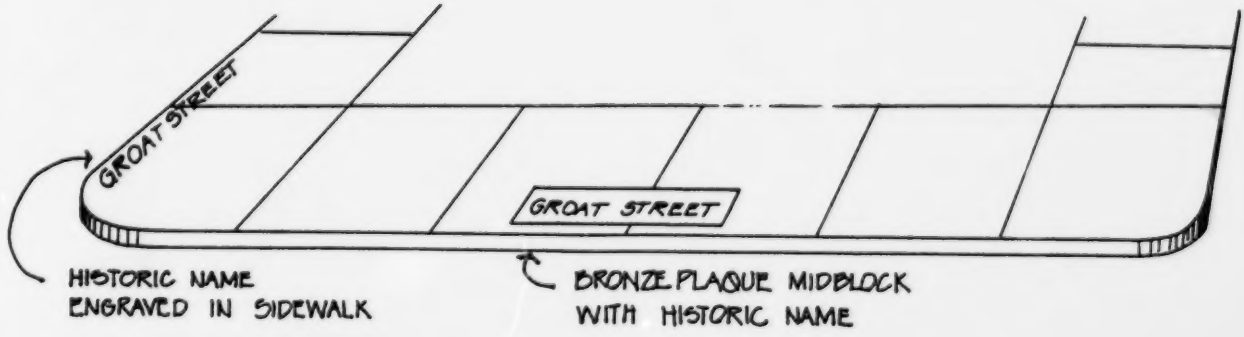


FIGURE 2. APPROPRIATE LOCATIONS FOR HISTORIC STREET NAMES



Policy 4 - Infill Housing

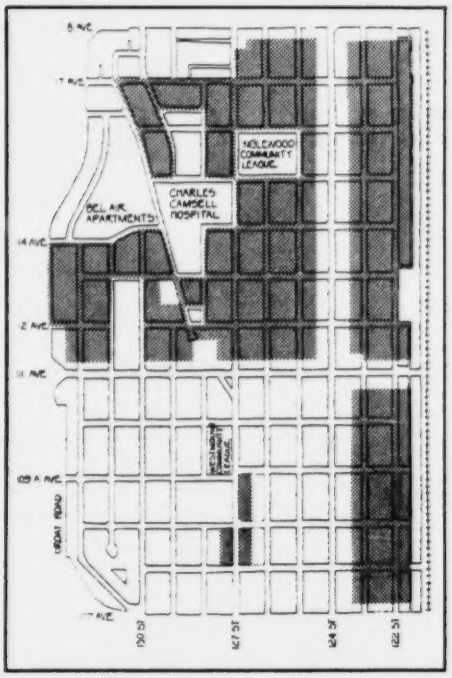
The Administration will encourage small scale, infill housing which reflects the character of surrounding older homes in those areas of West-Ingle districted for low density redevelopment (RF3, Section 140 in the Land Use Bylaw). Infill housing that would be encouraged includes discretionary uses such as threeplexes, and row housing up to four units.

Explanation

The portion of West-Ingle shown on Map 6 is designated as a Low Density Redevelopment District (RF3 zone). Single detached houses and side by side duplexes are permitted uses in this district. Up/down duplexes in certain locations, threeplexes, row and apartment housing containing up to 4 units are discretionary uses and may be approved at the discretion of the Development Officer, subject to the right of appeal. Sketches of small scale infill housing which are discretionary uses are shown in Figure 3.

Applications to redistrict to the Low Density Redevelopment District (RF3) will be favourably reviewed in the area generally enclosed by 118 Avenue on the north, 129 Street on the east, 117 Avenue on the south and the Alberta Health Care Building on the west which is presently districted as Semi-Detached Residential District (RF4). Residential development here is similar in scale and character to the adjacent Low Density Redevelopment District (RF3) and the infill housing encouraged by this policy would be appropriate in this location.

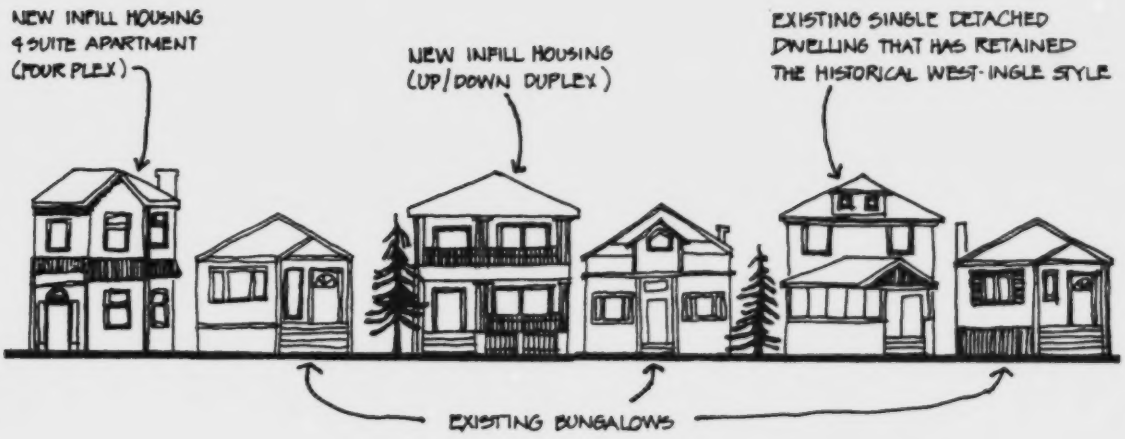
MAP 6
LOW DENSITY REDEVELOPMENT
DISTRICT - INFILL HOUSING



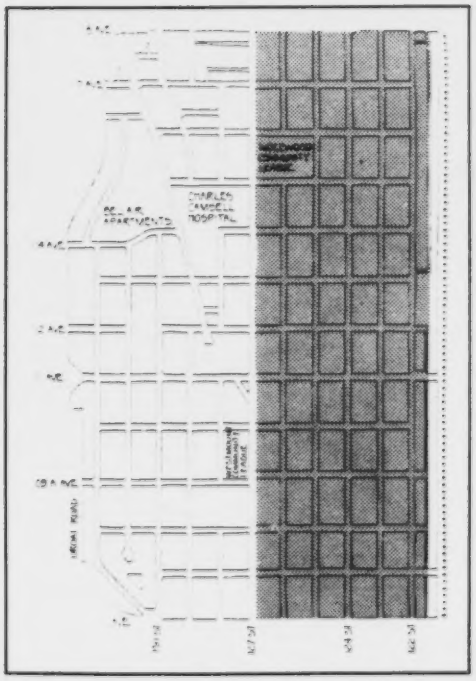
The General Municipal Plan encourages small scale infill housing in older residential neighbourhoods in an effort to provide variety in housing form and encourage rejuvenation of the neighbourhoods. (Policies 5.B.2 and 5.B.7). By encouraging infill housing this plan policy reinforces the trend to renovation and small scale redevelopment which is presently occurring in West-Ingle. Infill housing provides the opportunity for the development of more family-oriented units in West-Ingle and this may help slow the decline of school enrollments by encouraging families with children to remain in or move to West-Ingle.

Residential redevelopment is supported by the Federal Residential Rehabilitation Assistance Program (R.R.A.P.), which provides funding for home repairs and upgrading to qualified property owners located in the area bounded by 118 Avenue on the north, 107 Avenue on the south, 127 Street on the west and 121 Street on the east. The area designated for the R.R.A.P. program is shown on Map 7.

FIGURE 3. EXAMPLES OF SMALL SCALE INFILL HOUSING



MAP 7
RESIDENTIAL REHABILITATION
ASSISTANCE PROGRAM (RRAP)
WEST-INGLE



Policy 5 - Small Lot Housing

The Administration will assist property owners in applications for the subdivision of lots to a minimum width of approximately 25 feet and in applying for development applications for "small lot" housing in those areas of West-Ingle districted as a Low Density Redevelopment District (RF3).

Explanation

The intent of this policy is to provide an opportunity for the subdivision of 49 or 50 foot lots into two lots with a minimum width of approximately 25 feet and the development of a single detached house on each new lot. It should be noted that 33 foot lots do not have enough width to be subdivided. The development of small lot housing in older residential neighbourhoods in Edmonton is somewhat innovative and therefore the Administration will assist property owners in the procedures for obtaining subdivision and development applications for small lot housing. Small lot housing will be encouraged in areas designated as a Low Density Redevelopment District (RF3) which are shown on Map 8.

Small lot housing provides for economically viable redevelopment while maintaining the low density character of West-Ingle. There is potential for small lot housing in West-Ingle because the majority of residential lots are 49 to 50 feet wide and could be subdivided.

The benefits of small lot housing in West-Ingle include affordability and encouraging families with children to locate in the neighbourhood. Two single detached houses on narrow lots may be a somewhat more affordable alternative to a single detached house on a 50 foot lot yet this would still provide the desirable single detached housing form. Affordable, single detached housing may encourage families with children to move to, or remain in West-Ingle, increasing neighbourhood stability and helping to slow declining school enrollments.

Small lot housing will be encouraged which reflects the older character of West-Ingle housing. Small lot housing should be developed according to the following principles in order to maintain development standards. The Administration will encourage the setback or front yard of single detached homes built on small lots to be even with the setback of existing houses on the street in order to maintain the present character of the street. There will be flexibility in the width of side yards required and all side yard space can be provided on one side of the dwelling. It may be possible for all side yard space to be provided on one side of the dwelling in which case separation space will be adequate to ensure access to the back yard from the front yard without having to go through the dwelling. Where there is no side yard on one side a maintenance easement would have to be negotiated with the owner of the adjacent lot. Roof drainage shall be directed away from buildings and to a public roadway, including a lane, or to a drainage work to ensure that rain water runoff from roofs does not flow too close to adjacent houses. Figure 4 shows how small lot housing could work in West-Ingle.

MAP 8
LOW DENSITY
REDEVELOPMENT
DISTRICT-
SMALL LOT HOUSING
WEST-INGLE

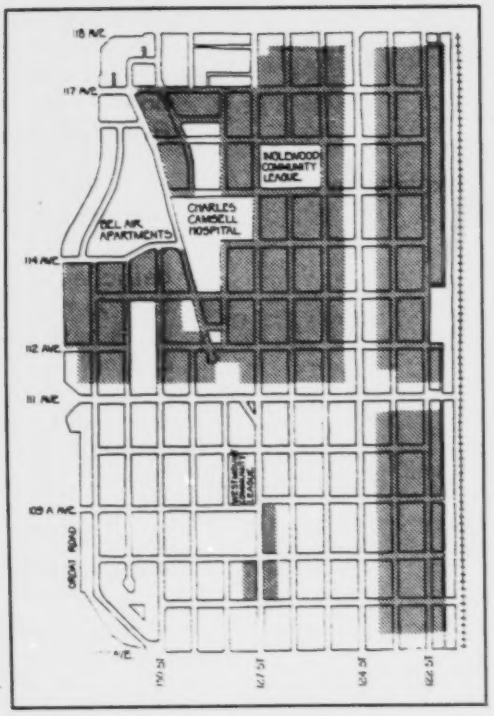
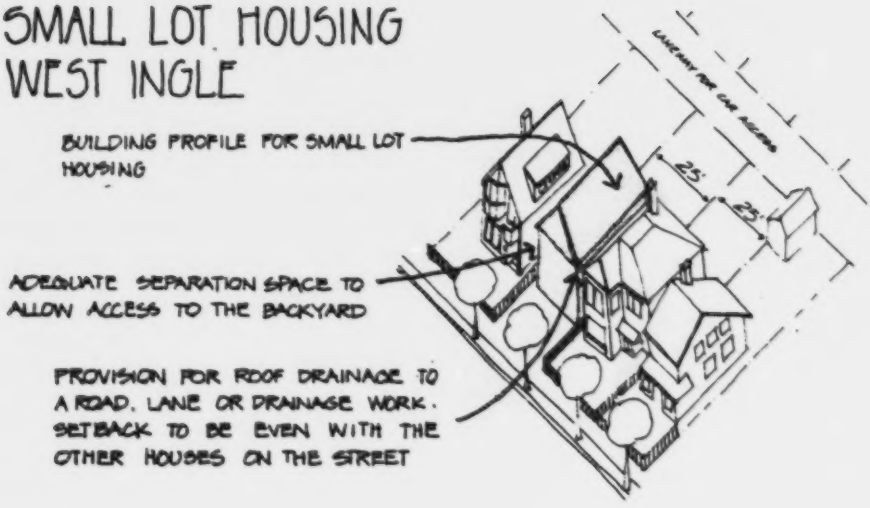


FIGURE 4.

SMALL LOT HOUSING WEST INGLE


BUILDING PROFILE FOR SMALL LOT HOUSING
ADEQUATE SEPARATION SPACE TO ALLOW ACCESS TO THE BACKYARD
PROVISION FOR ROOF DRAINAGE TO A ROAD, LANE OR DRAINAGE WORK. SETBACK TO BE EVEN WITH THE OTHER HOUSES ON THE STREET
LANE WAY FOR CAR ACCESS
25'
25'

Policy 6 - Redevelopment Guidelines for the Bel Air Apartments

Should redevelopment of the Bel Air Apartments site adjacent to Groat Road at 114 Avenue occur, a comprehensive proposal will be encouraged under a Direct Control District which meets the following guidelines:

(i) **development should remain residential but may include small-scale commercial uses such as neighbourhood convenience stores, personal service shops and small offices which are designed as an integral component of a residential building;**

(ii) **the overall density should not exceed the maximum density of 125 dwellings/hectare (50.6 dwellings/acre) which is equivalent to the Low-Rise Apartment District of RA7;**

(iii) **there should be a transition downward in density and height from the centre of the site to the extreme perimeter, with taller apartment buildings in the centre of the site and a maximum height of four storeys adjacent to 117 Avenue, St. Albert Trail and 114 Avenue;**

(iv) **with the exception of apartment buildings directly adjacent to Groat Road, buildings on the periphery of the site should be oriented to the street and sensitive in design to surrounding single-detached housing;**

(v) **a minimum of 25 percent of the dwelling units should be ground-related, family oriented units;**

(vi) **a public roadway through the site should be retained;**

(vii) **a small park for a children's playground and passive recreation should be provided for the use of residents of the Bel Air site;**

(viii) **mature trees along Groat Road, St. Albert Trail, 117 Avenue and 114 Avenue should be retained;**

(ix) **development should be designed with a view to crime prevention, and;**

(x) **large surface parking areas should be avoided.**

Explanation

The Bel Air Apartments site is shown on Map 9.

The guidelines contained in this policy are only applicable if the entire Bel Air site is redeveloped. Infill development could be built in accordance with the existing RA7 District.

Major commercial development on this site would be incompatible with the neighbourhood and jeopardize the prospects for revitalizing Westmount shopping centre. Commercial development would not be desirable along Groat Road from the point of view of access problems. It would also establish an undesirable precedent for strip development.

An application to redistrict the northern parcel of the Bel Air Apartment site (bounded by 116 and 117 Avenues, Groat Road and St. Albert Trail) from RA7 to RA9 was made in July 1982. The proposal was not supported by the West-Ingle Community Development Association nor the Planning and Building Department or Municipal Planning Commission because of scale and traffic impacts, and the possible precedent it might have set for redevelopment of the southern parcels of land. City Council referred the proposal to the Administration for further discussion between the developer and the community. The property went into receivership soon after and the application was dropped.

Guideline (ii) means that there would be no increases in the density currently permitted on the Bel Air Site. This does not however, represent a "development freeze" because the property is presently underbuilt. There are 775 dwelling units on the site now; another 607 units (an increase of 78 percent) could be added under the existing RA7 (Low-Rise Apartments) districting. Higher density development on the Bel Air site would create significant traffic and congestion problems on local streets and arterials.

Guidelines (iii), (iv), and (vi) seek to ensure that future development is compatible with the surrounding residential areas and integrated with the neighbourhood. An isolated, inward-looking mega-project would not be physically or socially desirable. The desired cross section in built form is shown in Figure 5. The public roadway through the site could be realigned but it should be retained.

The Bel Air Apartments currently include over 445 2-bedroom units. Ninety-eight of the approximately 250 students attending Inglewood Elementary School in 1983 lived in the Bel Air Apartments. Guideline (v) is proposed to ensure that future development contributes to the maintenance of enrollment levels in the neighbourhood schools.

Redevelopment of the Bel Air site could result in a potential population increase of 1,090 persons, placing the West-Ingle neighbourhood in a park space deficiency. Guideline (vii) therefore suggests that a small on-site park be provided by the developer to meet the needs of the Bel Air residents.

Guideline (IX) suggests that "defensible space principles" should be followed in the design of any new development on the Bel Air site. This means giving special attention to lighting and opportunities for public surveillance of paths, playgrounds and parking lots.

Large surface parking areas should be avoided as expanses of asphalt for parking are not attractive either to residents or neighbouring properties (Guideline x). The existing smaller parking lots are satisfactory and could be retained in redevelopment.

MAP 9
BEL AIR AND PRINCESS
APARTMENT SITES

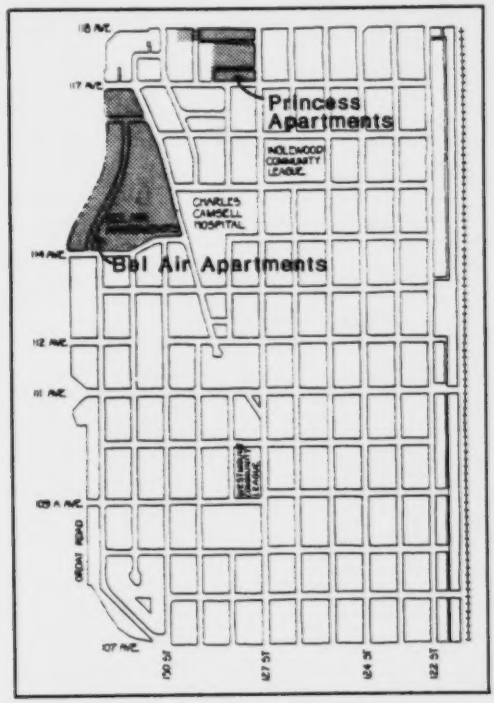
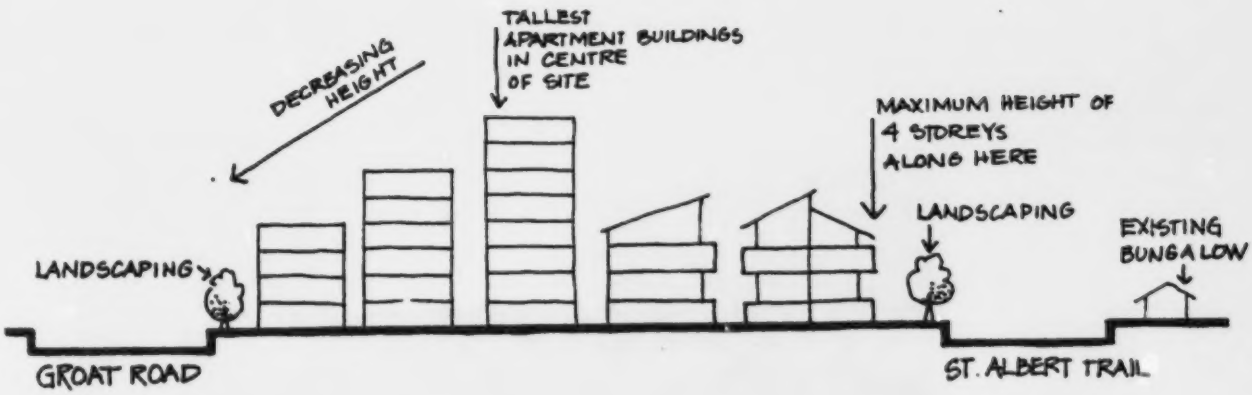


FIGURE 5. CROSS SECTION OF TRANSITION IN BUILT FORM



Policy 7 - Redevelopment Guidelines for the Princess Apartments

Should redevelopment of the Princess Apartments site occur, a comprehensive proposal will be encouraged under a Direct Control District which meets the following guidelines:

(i) development should remain residential but may include commercial uses along 118 Avenue;

(ii) commercial uses and associated parking should not extend south of 117B Avenue;

(iii) commercial buildings along 118 Avenue should not exceed a height of three storeys;

(iv) residential development along 117 Avenue and 127 Street should be oriented to the street, sensitive in design to the surrounding single-detached housing, and not exceed a height of four storeys.

Explanation

The Princess Apartments site (approximately 2.87 hectares or 7.08 acres in total) is bounded by 118 Avenue on the north, 127 Street on the east, and 117 Avenue on the south. The western boundary runs from 117 Avenue along the lane east of 129 Street up to 117B Avenue, then west along 117B Avenue to the lane east of 130 Street, and finally north along the lane to 118 Avenue. The apartment site is shown on Map 9.

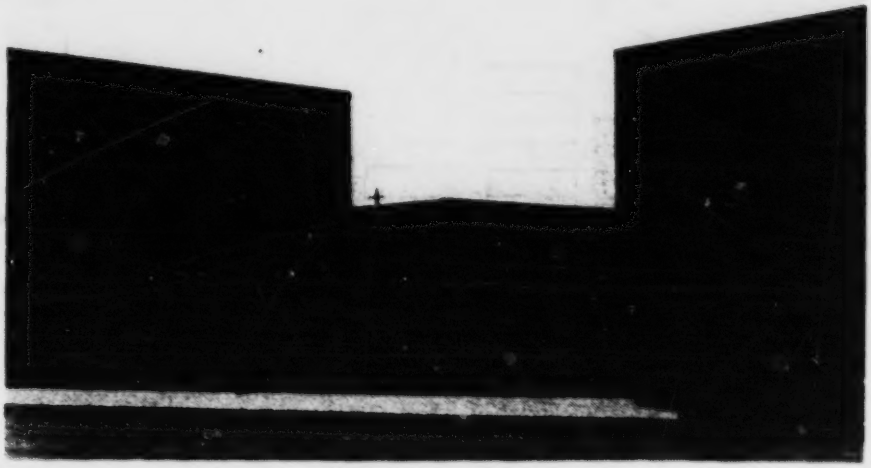
There are currently 15 older apartment buildings on the site containing approximately 178 dwelling units. The buildings are 2½ storeys in height, of stucco-wood frame construction, and in fair condition. Some of the buildings along 118 Avenue are boarded up.

The existing districting is RA7 (Low Rise Apartments).

Guidelines (i), (ii), and (iii) recognize the appropriateness of commercial development along 118 Avenue but protect the neighbourhood from commercial intrusion and impacts.

Guideline (iv) seeks to ensure that new development on the site is compatible and integrated with the surrounding residential development.

PRINCESS APARTMENTS
12707-118 AVENUE



Policy 8 - Senior Citizen Housing

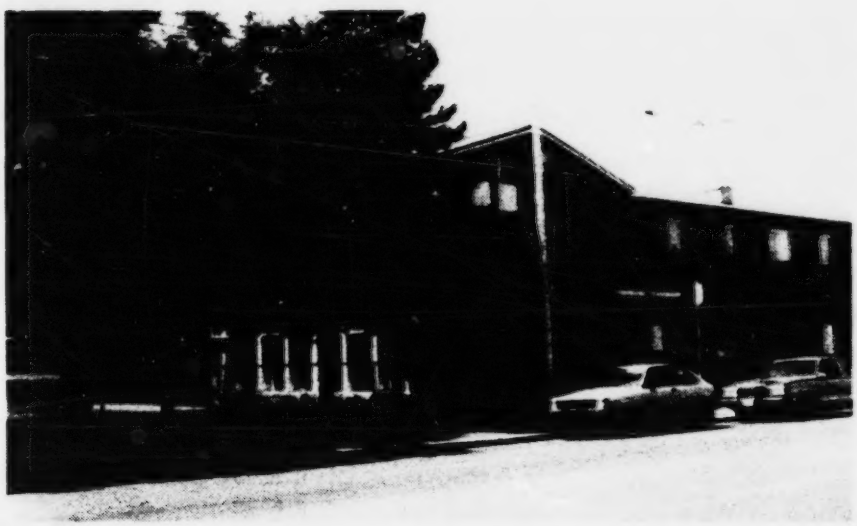
Future Senior Citizen's housing projects built in low density areas of West-Ingle should be of a smaller scale than existing Senior Citizen projects and should be sympathetic to surrounding residential development in architectural style, color and materials.

Explanation

West-Ingle continues to be a desirable and convenient place to live for senior citizens. This is because of the character and amenities in the neighbourhood, the tree lined streets with older homes, parks, community facilities and its location close to the downtown, bus routes and shopping.

New Senior Citizen facilities proposed outside areas designated for medium or high rise apartments (RA8, RA9) should be small scale, that is not exceeding four storeys in height, in order to be compatible with the overall low rise, low density character of West-Ingle. Examples of the desired smaller scale Senior Citizens projects presently in West-Ingle include Sunset Lodge at 11034 - 124 Street with 32 units in 2 storeys and Alliance Villa at 12620 - 109A Avenue with 32 units in 3 storeys.

SUNSET LODGE SENIOR CITIZENS RESIDENCE
11034-124 STREET



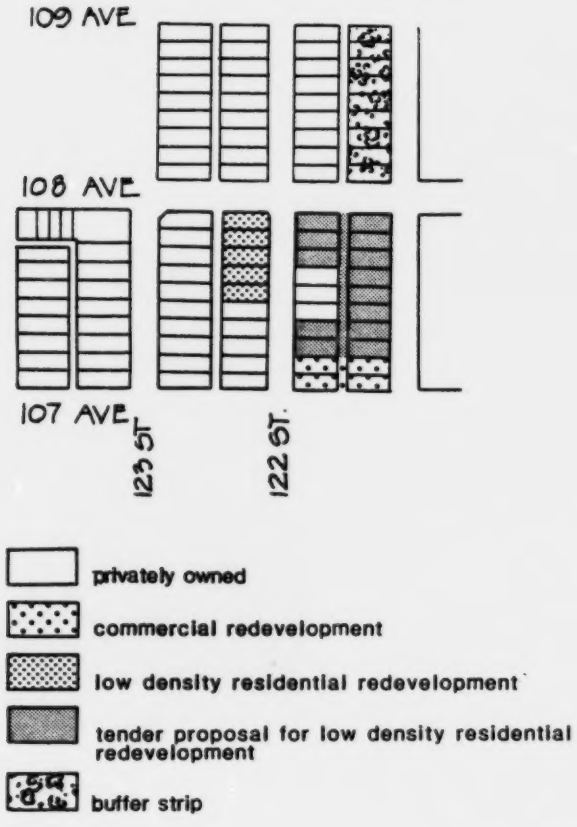
Policy 9 - Use of City-owned land on 122 Street Explanation

City-owned land on a portion of the west side of 122 Street south of 108 Avenue will be sold for small scale infill housing.

The City-owned land on the west side of 122 Street, shown on Map 11, will be sold for redevelopment to single or semi-detached housing, duplexes, threeplexes or fourplexes. These properties may also be sold for redevelopment to small lot housing described in Policy 5 of this Plan. These housing forms are appropriate for the low rise, low density character of West-Ingle and the multiple units may provide an affordable alternative to the typical single detached house on a 50 foot lot.

New infill housing should compliment the historic West-Ingle style in order to maintain the older character of the neighbourhood.

MAP 10
DISPOSITION OF
CITY-OWNED LAND
ON 122 STREET



Policy 10 - Tender Proposal for City-owned land

The City Real Estate and Supply Services Department will prepare a tender proposal for the City-owned properties (Lots 1 to 3, 6 to 8 and 13 to 20, Block 3, Plan XXII) in accordance with the following guidelines:

i) the property will be developed for small scale infill housing.

ii) development will compliment the historic style of West-Ingle.

iii) housing units along 122 Street will be oriented to the street.

iv) access to the properties east of the lane may be provided from 122 Street.

Explanation

The City-owned property to be tendered is shown on Map 11.

The purpose of the Tender Proposal is to encourage a small scale, infill housing project that reflects the older character of West-Ingle and provides an example of the type of redevelopment desired in other low density redevelopment districts (RF3) areas in West-Ingle.

The properties will be tendered as a comprehensively planned, infill housing project developed in the historic West-Ingle style and may include duplexes, threeplexes and row housing. The project may also consist of single and semi-detached housing or single detached housing on small lots as described in Policy 5 of this Plan.

Policy 11 Commercial Redistricting for City-Owned Property

The four lots adjacent to 107 Avenue between the CN rail line and 122 Street will be redistricted from Low Density Redevelopment District (RF3) (Lots 9 to 12, Block 3, Plan XXII) to Low Intensity Business Use (CB1) and will be sold for commercial redevelopment.

Explanation

Commercial development is more appropriate than residential development at this location because of the proximity of other commercials uses, the CN rail line and 107 Avenue which is a major arterial. In the event of redevelopment, residential uses will be separated from commercial development by either a lane, fencing or landscaping. The property is shown on Map 11.

In May 1983, the City received an application to redistrict four lots to the west between 122 and 124 Streets adjacent to 107 Avenue from a Low Density Redevelopment District (RF3) to a Low Intensity Business District (CB1). An east/west lane will be added to buffer adjacent residential uses from the proposed redevelopment.

TRANSPORTATION POLICIES

Policy 12 - Traffic Management - Arterials

Arterial roadways including Groat Road, 118 Avenue, 111 Avenue, 107 Avenue and 124 Street will be improved as necessary to reduce problems with traffic flow, operations and safety. Any arterial improvements will be made with the objective of reducing the use of local residential streets for through traffic.

Explanation

The intent of this policy is to prevent the intrusion of non-local traffic on residential streets, by accommodating traffic demand on the existing network of arterial roads that are located on the periphery of West-Ingle.

Minor improvements scheduled within the City's current Five and Ten Year Plan with the objective of improving arterials around West-Ingle include; Groat Road/111 Avenue traffic circle signalization and improvements to the 114 Avenue/Groat Road intersection. The minor widening of 124 Street is proposed as a long term improvement. The proposed improvements are subject to budget allocation.

Policy 13 - Traffic Management - Cut-through traffic (North of 107 Avenue)

A traffic management measure consisting of street landscaping, barricades and planters will be implemented on a trial basis on the blocks north of 107 Avenue on 122 and 123 Street subject to study by the Transportation Department and the support of residents.

Explanation

At Issues Workshops held with residents on the Draft Plan in March 1983, shortcutting traffic on 122 Street was identified as a problem. Subsequently, a Transportation Committee made up of residents, representatives of the Transportation Department and the Planning and Building Department was formed to consider possible solutions to this and other identified traffic and parking problems.

During October 1983, the City Transportation Department did traffic counts on 122 Street south of 107 Avenue and found that the traffic volume at the peak period (4:00 p.m. to 6:00 p.m.) was 140 vehicles per hour. This volume of traffic is above the City guideline for acceptable local traffic volumes of 125 cars per hour.

Cut through traffic on 122 Street is generated by westbound motorists on 107 Avenue trying to avoid the 124 Street intersection. This traffic uses the first two or three blocks of 122 Street north of 107 Avenue as a shortcut to 124 Street.

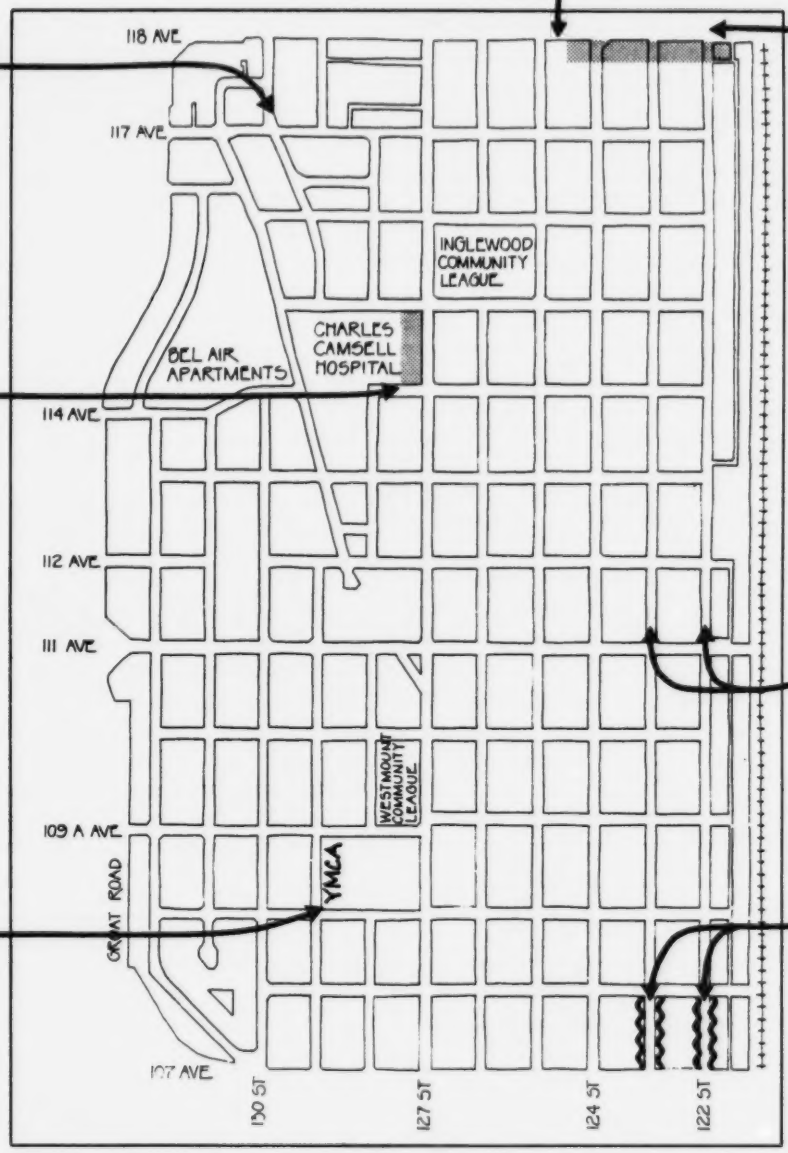
The proposed traffic management measure, shown on Map 12 and Figure 6 involves constructing minor changes to the block such as adding planters with shrubs and trees and small barricades in order to change the configuration of the street. This traffic management measure discourages non-local traffic from using the block as a quick short cut route by making it difficult for the short cutting motorist to see immediately through to the end of the block and by slowing the speed at which the motorist can travel. The block is still accessible for residents, however traffic is slowed and motorists who short cut will find they are not saving time.

Introduction of a traffic management measure is an effort to minimize the impact of transportation on older residential neighbourhoods in accordance with Objective 8.D of the General Municipal Plan. The traffic management measure will be implemented on 123 Street as well as 122 Street to ensure that cut through traffic that is discouraged from using 122 Street does not use 123 Street instead.

Transportation Bulletins describing the experimental proposal were mailed to residents along 122 and 123 Streets between 107 Avenue and 108 Avenue during June, 1984. Residents indicated their support and the traffic management measure will be put in on a temporary basis for a minimum period of three months. If there is resident support and the traffic management measure is found to work successfully it will be implemented on a permanent basis.

MAP 11

TRAFFIC AND PARKING MANAGEMENT MEASURES



Policy 14 - Traffic Management Cut-through Traffic (North of 111 Avenue)

A traffic management measure will be considered for 122 Street and 123 Street north of 111 Avenue based on the success of the measure proposed for 122 and 123 Streets north of 107 Avenue and subject to study by the Transportation Department and the support of residents.

Explanation

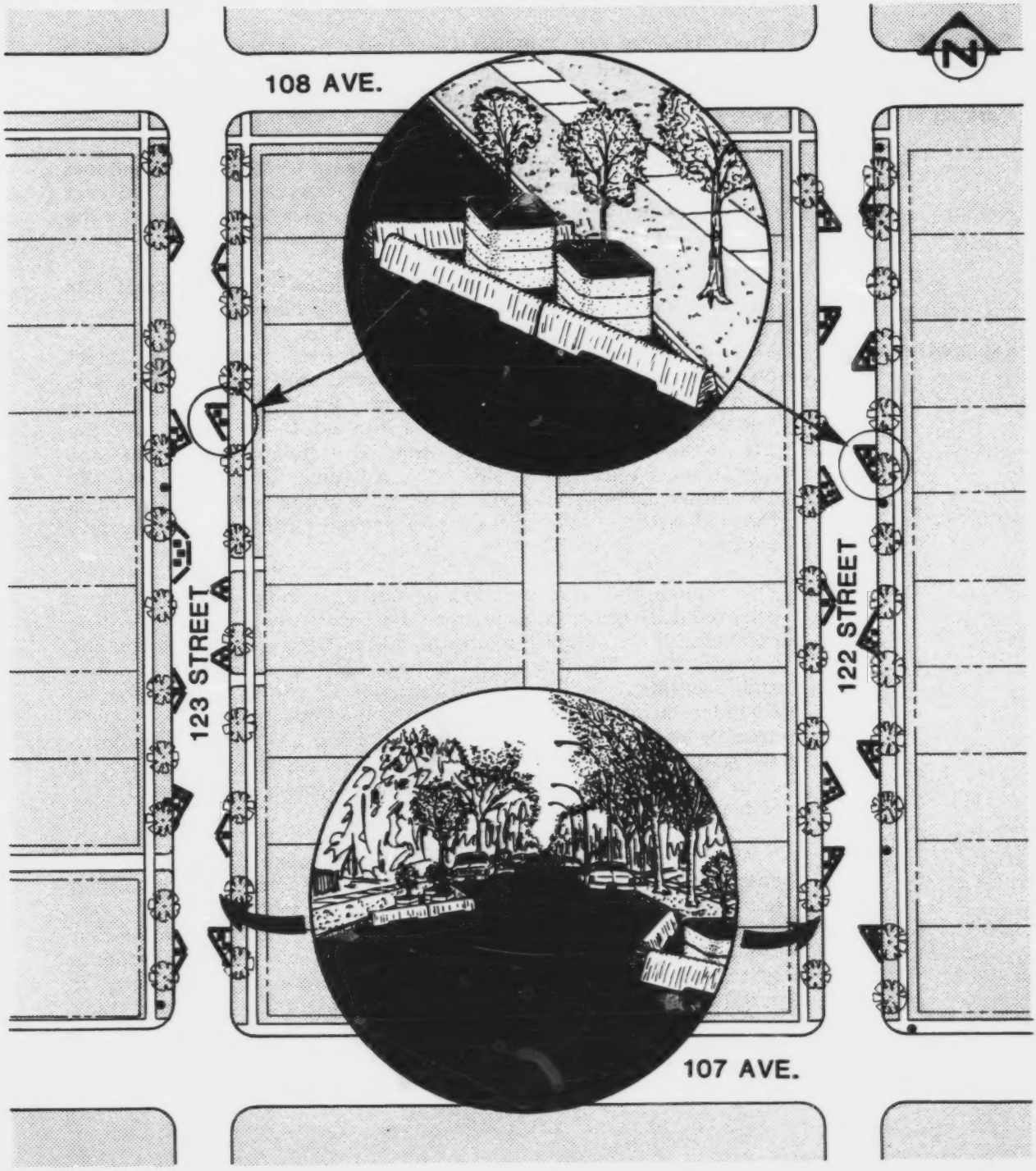
As discussed in Policy 14, cut through traffic on 122 Street was identified as an issue by residents living on this street. During October 1983, the Transportation Department did traffic counts on 122 Street north of 111 Avenue and found that the peak period (4:00 p.m. and 6:00 p.m.) traffic volume was 128 vehicles per hour which is at the City guideline for acceptable local traffic volumes of 125 cars per hour.

Due to resident complaints at public meetings and in surveys about the volume and speed of cut-through traffic it is proposed that a traffic management measure be considered for 122 and 123 Street north of 111 Avenue (see Map 12). A traffic management scheme similar to the one proposed for 122 and 123 Street north of 107 Avenue discussed in Policy 13 will be considered for further study by the Transportation Department.

Cut through traffic on 122 Street north of 111 Avenue is generated by motorists seeking to avoid the 124 Street/107 Avenue intersection who continue to use 122 Street all the way to 118 Avenue in order to totally avoid the busier 124 Street. The Transportation Department has monitored the speed of cars and indicates that the average speed of cars is comparable to other residential streets in the city. However, some motorists are able to speed on 122 Street due to the clear right-of-way offered by 122 Street. No traffic is approaching 122 Street from the east, eastbound motorists turning onto 122 Street must yield to 122 Street motorists and the absence of stop signs on 122 Street between 107 Avenue and 111 Avenue and 111 Avenue to 118 Avenue all contribute to a clear right-of-way for a motorist wishing to speed.

It is the intent of this policy therefore, to ensure that the possibility of implementing a traffic management measure on 122 and 123 Streets north of 111 Avenue will be considered for further study during 1984/85.

FIGURE 6 TRAFFIC MANAGEMENT MEASURE FOR 122 & 123 STREETS



LEGEND

- LIGHT STANDARD
- BOX PLANTER
- EXISTING TREE
- CONCRETE BARRIER

Policy 15
Parking Management - 118 Avenue Parking Study

The Planning and Building Department and the Transportation Department will undertake a parking study for the 118 Avenue commercial strip at the request of the merchants. The parking study will investigate:

(i) the co-operative purchase or lease of the City-owned lots on the southeast corner of 118 Avenue and 122 Street when they have been declared surplus to City needs by the Real Estate and Supply Services Department.

(ii) the co-operative purchase or lease of commercial lots along 118 Avenue by merchants for parking.

Explanation

The land uses along both sides of 118 Avenue between 122 Street on the east and Groat Road on the west are mainly small scale, auto oriented, commercial establishments and low rise apartments. The West-Ingle neighbourhood contains the portion of the 118 Avenue commercial strip that is between 122 Street and 125 Street on the south side of 118 Avenue (shown on Map 12). Like other commercial strips in older neighbourhoods in Edmonton, the 118 Avenue commercial strip lacks space to accommodate parking for customers.

The commercial uses that are within West-Ingle are mostly auto oriented and require a large amount of space for parking. Existing commercial uses include a cinema, a Post Office, a drycleaners and a restaurant. There are also some neighbourhood oriented shops and services which have smaller parking requirements. Commercial parking is presently accommodated on-site where possible and the overspill occurs on 122 and 123 Streets both north and south of 118 Avenue. Since the entire 118 Avenue commercial strip has a parking shortage it should therefore be studied as a whole.

It is proposed that a parking study be done to examine the possibility of the purchase or lease of empty lots or City-owned land when it becomes available for commercial parking. This would be done by determining what land designated for commercial use is, or could be, available for parking and canvassing merchants as to their willingness to participate in cooperatively leasing or purchasing available commercial land for parking. A parking study would be done at the request of the 118 Avenue merchants.

Policy 16 - Parking Management - Redistricting Applications

The Administration will continue to discourage applications to redistrict residential lots to permit commercial parking.

Explanation

Due to the shortage of land along the 118 Avenue commercial strip (shown on Map 12) to accommodate parking, there have been applications by commercial property owners to use residential lots close to the commercial strip for parking purposes. There is also a shortage of parking space for the 124 Street commercial strip, although there have not been applications to redistrict in the last few years.

In accordance with the Land Use Bylaw and General Municipal Plan, this policy recommends that future applications for parking for commercial uses on residential lots not be supported. Commercial parking would be an intrusion of a non-residential use into the single and semi-detached housing area to the south, could negatively affect the stability of the neighbourhood and set a precedent for other 118 Avenue and 124 Street commercial uses looking to obtain additional parking space in the adjacent residential areas.

While this action will not alleviate the on-street parking problem it will maintain the present residential character of West-Ingle which is the overall intent of the Plan. The Plan seeks solutions to the parking problem by proposing that a parking study for 118 Avenue and 124 Street which identifies the parking problem and proposes solutions be carried out (Policy 15 and 23) at the request of merchants.

Policy 17 - Proposed Extensions to the City Bike Route System

An east-west bikeway connection along 115 Avenue and south along 122 Street from 115 Avenue to 111 Avenue will be developed as an extension to the City Bikeway system.

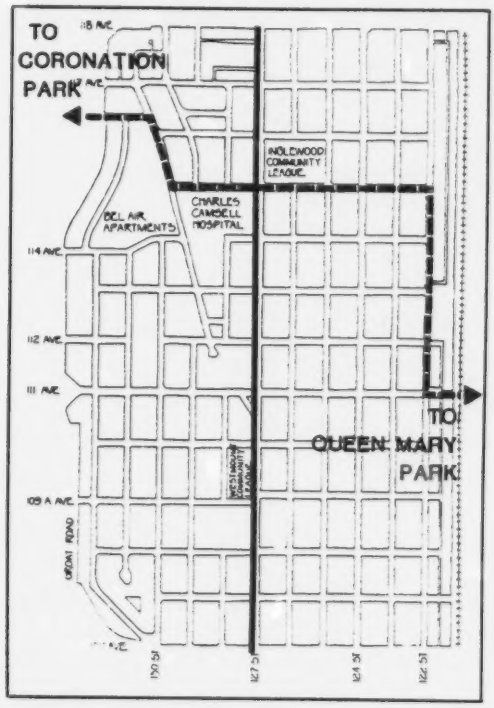
Explanation

There is a need to provide a bikeway to link the eastern portion of West-Ingle with the existing 127 Street bikeway and Coronation Park. Therefore a bikeway is proposed along 122 Street and 115 and 116 Avenues and will utilize existing pedestrian flashing signals at 116 Avenue at Groat Road. A flashing signal at 111 Avenue and 122 Street would be required in order to extend the bikeway east along the service road on the south side of 111 Avenue to approximately 112 Street as is proposed in the Queen Mary Park Area Redevelopment Plan.

The possibility of the future extension of the bikeway from Coronation Park to the River Valley will be reviewed by the Planning and Building Department through the District Planning Program in cooperation with the Transportation Department.

The existing and proposed bikeway system is shown on Map 13.

MAP 12
PROPOSED EXTENSIONS TO THE CITY BIKEWAY SYSTEM



EXISTING BIKEWAY
PROPOSED EXTENSION
FUTURE EXTENSION OUTSIDE PLAN AREA

PARKS AND RECREATION POLICIES

Policy 18 - Self-help Program for Parks and Recreation Improvements in West-Ingle

The Parks and Recreation Department will assist the West-Ingle Community Development Association (WICDA), the Planning Committee and the Community Leagues in carrying out minor improvements to the Westlawn Bowling site and the City-owned buffer west of the CNR right-of-way south of 111 Avenue through a community based Self-Help Program.

Explanation

The greatest amount of open space in West-Ingle is the City-owned land adjacent to the CN rail line which extends almost the entire length of the eastern boundary of West-Ingle. It is 36.5 metres (120 feet) wide and consists of 6.9 hectares (17.1 acres) of land. This open space is separated from residential uses by a north/south lane which is paved between 118 Avenue and 111 Avenue and the portion south of 111 Avenue has not been paved. Uses on the City-owned land include the Westlawn Bowling building and site and playground equipment located in the block between 112 Avenue and 113 Avenues. The Westlawn Bowling building and site is presently not in use. The City Parks and Recreation Department building, Craft Centre West, is located at 109A Avenue and offers recreational programs for residents. The city owned land is shown on Map 14.

In Issues Workshops in March 1983 residents expressed a desire to improve the quality of this open space to make it more usable. Improvements suggested by residents included:

- fencing a small portion of the land for a soccer or football playing field
- fencing the length of the strip to increase safety and utility
- use of the presently vacant City owned Westlawn Bowling site for recreational activities
- walking paths

A Self-Help Program proposal was endorsed by WICDA and the Inglewood and Westmount Community Leagues in November 1983. However, subsequent meetings on this proposal revealed that residents differ in their opinions on the extent and nature of improvements to the open space.

Residents living south of 111 Avenue showed support for a Self-Help Program in a petition/questionnaire circulated by WICDA in June 1984.

Residents living north of 111 Avenue indicated their opposition to proposed improvements at a public meeting held in May 1984 and in a petition circulated later that month.

Due to financial constraints any improvements to the open space at this time would have to be community funded. This policy only applies to the area south of 111 Avenue where there is resident

support for a Self-Help Program. Most of the improvements suggested by residents are small scale and relatively inexpensive and therefore could be accomplished and maintained by residents working together on a co-operative basis.

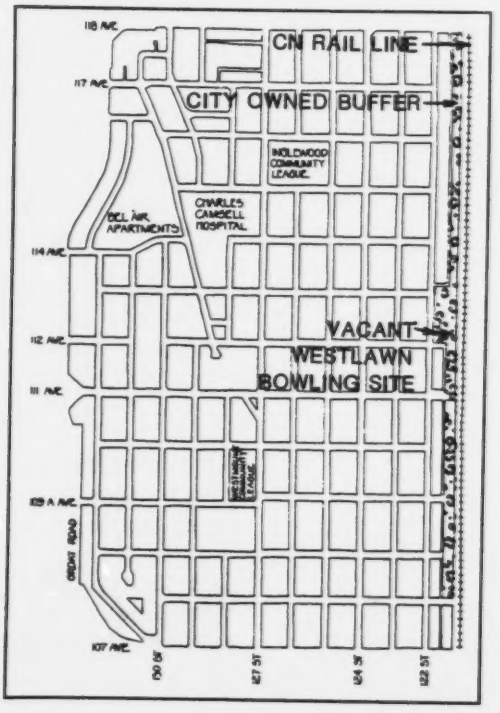
Interested residents should organize a Parks Improvement Committee and with the firm support of WICDA work in cooperation with the City Parks and Recreation West District Office. Small scale, recreational improvements will not be carried out to the northern portion of the City-owned land between 111 and 118 Avenues in the near future.

There is agreement by residents who live on 122 and 123 Streets on using the presently vacant Westlawn Bowling site for lawn bowling, horseshoes or as a Senior Citizens drop in centre. Residents or neighbourhood groups interested in leasing the Westlawn Bowling building and site for recreational activities would work in co-operation with the City Parks and Recreation West District Office.

Fencing the length of the City-owned open space adjacent to the rail line would improve the safety and utility of this park space. Due to financial constraints however, the City Parks and Recreation Department cannot afford this expenditure and alternatives such as community fund raising or lobbying CN to pay for a fence have been suggested to the community.

This policy is in accordance with the General Municipal Plan Objective 10.B which supports optimizing the potential use of existing parks.

MAP 13
CITY-OWNED
BUFFER STRIP



Policy 19 - Fencing the CN Rail Line

The Law Department will negotiate with the Canadian National Railway to fund, build and maintain a fence along the rail line in West-Ingle between 107 and 118 Avenues.

The City-owned open space adjacent to the rail line is designated as park space (AP District) and abuts a single detached housing area. With a total area of 6.9 hectares (17.1 acres) it makes up half the open space in the neighbourhood. This area continues to be used for active games even though there was an accident in 1979. The safety and utility of this open space would be increased if it were fenced.

COMMERCIAL POLICIES

Policy 20 - Extent of 118 Avenue Commercial Strip

Properties designated for low rise apartment development on the south side of 118 Avenue between 126 Street and 129 Street may be redeveloped for commercial uses.

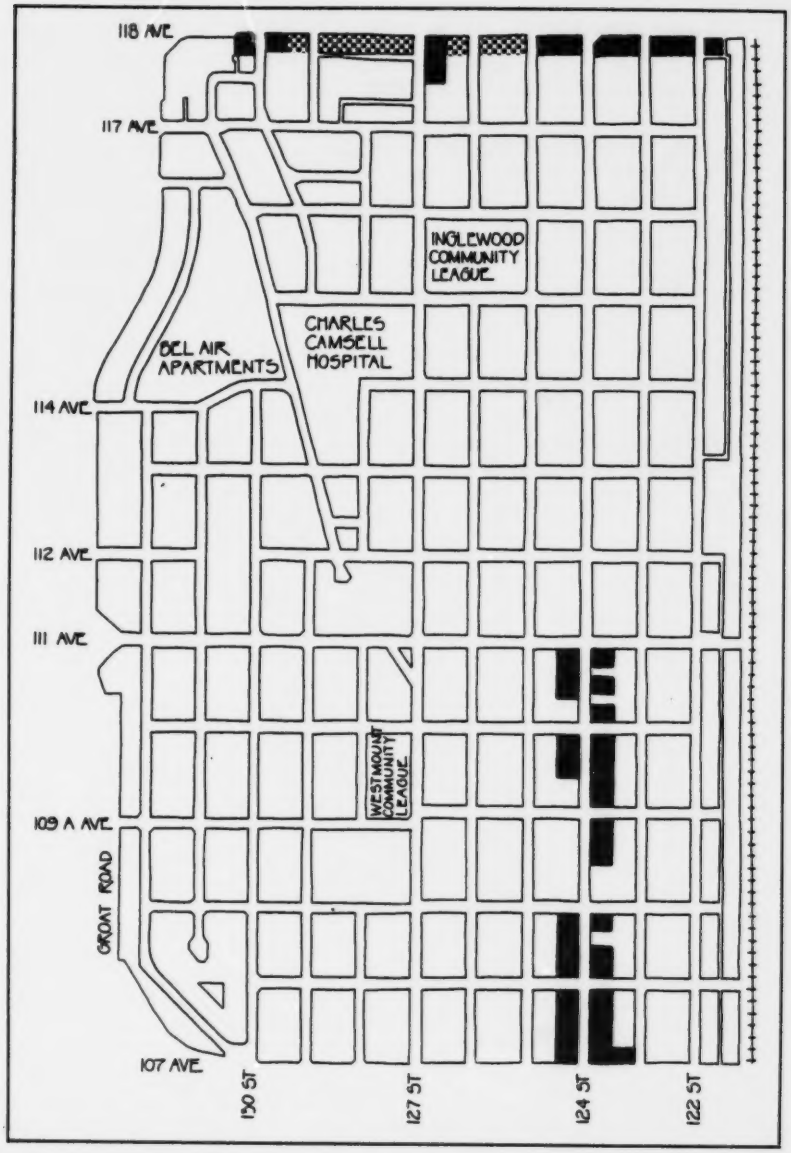
While the General Municipal Plan limits the extent of the 118 Avenue commercial strip to its present boundaries, Policy 6.B.2 states that an Area Redevelopment Plan can establish a policy basis for extending an existing commercial strip.

The land uses adjacent to 118 Avenue in West-Ingle consist of low intensity commercial uses and low rise apartment buildings. The apartment buildings are in poor condition and could be redeveloped in the future. Since 118 Avenue is a well used arterial, commercial development here would be appropriate. Commercial development and associated parking will not extend further south than the east/west lane south of 118 Avenue.

The land uses along 118 Avenue are shown on Map 15.

MAP 14

118 AVENUE AND 124 STREET COMMERCIAL STRIP



EXISTING COMMERCIAL DEVELOPMENT

LOW RISE APARTMENTS SUITABLE FOR COMMERCIAL REDEVELOPMENT

Policy 21 - Extent of 124 Street Commercial Strip

Commercial development will be restricted to those areas along 124 Street presently designated for commercial use.

Explanation

General Municipal Plan Policy 6.G.3 limits the expansion of the 124 Street commercial strip because this would detract from the character of the adjacent residential area.

In accordance with the General Municipal Plan this policy proposes that the 124 Street commercial strip not extend north of 111 Avenue or further east or west between 107 and 111 Avenues. Infill commercial redevelopment on 124 Street between 107 and 111 Avenues on land designated for commercial use will be encouraged provided it is small scale and pedestrian oriented.

Limiting the expansion of the commercial strip to 124 Street will ensure that adjacent low rise, low density residential areas in West-Ingle will be protected from the negative impacts of increased traffic, noise and on street parking that may be created by new commercial development. The 124 Street commercial strip is shown on Map 15.

Policy 22 - Future Character of 124 Street

In order to encourage the "shopping street" character that is developing along 124 Street between 107 Avenue and 111 Avenue, applications for discretionary uses that pose a noise or traffic nuisance, generate a high demand for parking or occupy a large amount of floor space will be discouraged by the Development Officer.

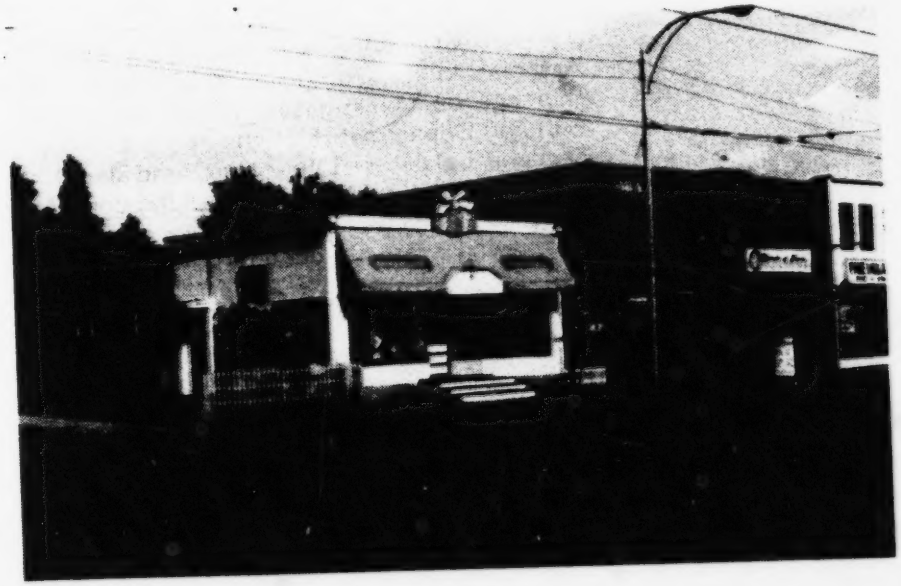
Explanation

The 124 Street commercial strip is an attractive shopping area because of the variety of owner-occupied specialty shops, small restaurants and services. Many merchants have made an effort to improve the character of the shopping street by beautifying their storefronts with awnings, attractive window displays, new signage and general painting and repairs.

The intent of this policy is to discourage discretionary uses in the commercial district which take away from the "shopping street" character presently developing on 124 Street. Therefore, automotive equipment and repair, sales and rental shops and drive-in food services will be discouraged.

General retail stores with a gross floor area greater than 1,000 m^2 (10,763.90 sq. ft.) will also be discouraged. The length of store fronts will be limited to create a more interesting streetscape by encouraging diversity and more pedestrian activity. The continuation of small store fronts is in keeping with the small scale proportions of existing commercial uses on 124 Street.

Advice to the Development Officer regarding Discretionary Uses in the Low Intensity Business District (CB1) is contained in Part III of the Plan.



Policy 23
Improvements to 124 Street Commercial Areas

The City will advise and assist the 124 Street Merchants' Association, at their request, in the design and implementation of streetscape improvements along 124 Street and in proposing solutions for the parking shortage.

Explanation

Five blocks of the 124 Street commercial strip (107 to 112 Avenues) are included within the West-Ingle Area Redevelopment Plan boundaries. The strip extends another six blocks south to Jasper Avenue.

The 124 Street Merchants' Association was formed in early 1984 to promote 124 Street as a shopping area. The Association has undertaken cooperative advertising and is interested in improving the appearance of the commercial strip.

The Planning and Building Department could help the Association define a program of improvements, identify costs and possible sources of funding. Design advice would be available from both the Planning and Building and Parks Departments.

Some improvements could be carried out by the merchants themselves. These include painting storefronts, adding coordinated awnings, attractive signs, Christmas lighting, planters and street furniture. Minor improvements that could be implemented by merchants are shown in Figure 7.

Major streetscape improvements such as special sidewalk pavement, street lamps and tree planting would have to be coordinated with the City's long-term proposal for the minor-widening of 124 Street. The cost of these improvements would be recovered through local improvement charges. Figure 8 shows small scale improvements that could be done for the public spaces on 124 Street.

As part of advice and assistance to the 124 Street Merchants' Association it is proposed that possible solutions to the parking shortage be investigated by the Transportation and Planning and Building Departments at the request of the merchants. This would be done by determining what land designated for commercial use is, or could be available for parking and canvassing merchants as to their willingness to participate in cooperatively leasing or purchasing available commercial land for parking.

FIGURE 7. MINOR IMPROVEMENTS THAT COULD BE IMPLEMENTED BY MERCHANTS

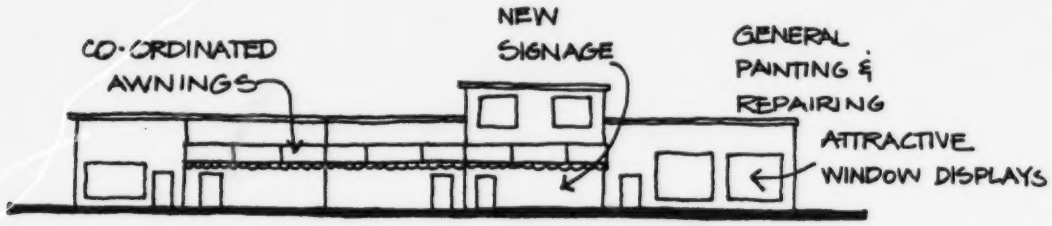
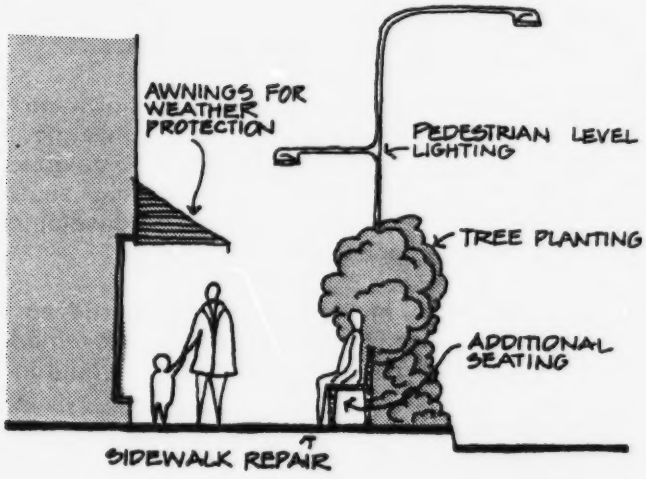


FIGURE 8. EXAMPLES OF IMPROVEMENTS TO THE PUBLIC SPACES ON 124 STREET (FONDED BY MERCHANTS)



Policy 24 - Charles Camsell Hospital

Future expansion of the Charles Camsell Hospital should be compatible with the surrounding residential development and possible negative impacts should be minimized as much as possible in accordance with the following guidelines:

(i) any expansion of the hospital building should not exceed 7 storeys in height and there should be a transition downward in height to 2 1/2 storeys at the edge of the site;

(ii) any future parking structure should:

- **preferably be located in the northwest corner of the site, and not exceed 2 storeys above ground in height,**
- **have an attractive appearance that is compatible with adjacent housing,**
- **feature landscaping and screening in accordance with the Edmonton Land Use Bylaw (Section 69.2 General Site Landscaping);**

(iii) all proposed changes and access should be reviewed with the City Transportation Department to ensure the safety and efficiency of pedestrians and traffic flows;

(iv) sufficient on-site parking should be provided to accommodate any future expansion in accordance with The Edmonton Land Use Bylaw (Section 69.2 General Site Landscaping);

(v) the portion of 114 Avenue owned by the hospital should remain closed to through traffic with the exception of Edmonton Transit buses.

(vi) excessive noise from fans and laundry facilities should be minimized as much as possible.

EXPLANATION:

The Charles Camsell Hospital is shown on Map 8. It should be noted that the City of Edmonton has no jurisdiction over the hospital as it is controlled by the Provincial Government. The hospital's Administration however, has been willing to listen to residents' concerns regarding future development and attempted to accommodate concerns where possible.

The guidelines in this policy are based on the Charles Camsell Hospital Master Development Plan (November, 1984) and concerns raised by residents at a public meeting held in September 1984.

The Master Plan was prepared in order to address the need for hospital renovation and expansion and develop solutions to access and on-street parking problems. The Concept Plan for the hospital is shown on Map 9. The Master Plan will be presented to the Provincial Hospitals Minister in early 1985 and future hospital development is dependent upon provincial funding.

The location of this hospital is somewhat unusual being surrounded on three sides by single detached housing and local residential streets rather than arterials. Guideline (i) proposes a transition in height for future expansion, downward from the existing hospital building to the 2 1/2 storeys at edge of the site in order to ensure that the expansion is compatible in scale with adjacent residential land uses. The suggested height at the edge of the site is based on the maximum height provided for in the adjacent RF3 Zone.

Guideline (ii) makes several recommendations with respect to the height and appearance of the parking garage. The west end of the site is the preferred location for a multi-level parking facility with direct connections to the ground and main floor levels of the hospital. In order to be compatible with surrounding development it it also suggested that the parking facility should not exceed 2 storeys in height, that the exterior should have an attractive appearance and that it should be landscaped in accordance with the provisions in the Land Use Bylaw.

The proposed parking facility will require additional access on 115 Avenue and the St. Albert Trail resulting in a heavier traffic flow at the northeast corner of the hospital site. Senior Citizens living in Mountwood Manor on the north side of 115 Avenue use the pedestrian crosswalk on 115 Avenue to visit the hospital. Guideline (iii) suggests that pedestrian safety should be reviewed by the Transportation Department when expansion plans are being finalized.

There is presently an on-street parking problem on adjacent residential streets generated by staff and visitors to the hospital. This problem will increase with future hospital expansion. The hospital is presently undertaking a parking study to determine the current shortfall and what additional on-site parking is required. Guideline (iv) recommends that sufficient on-site parking be provided to accommodate future expansion and that it be landscaped in accordance with requirements in the Edmonton Land Use Bylaw.

Guideline (v) suggests that the portion of 114 Avenue owned by the hospital remain closed to traffic with the exception of Edmonton Transit buses in order to discourage cut through traffic in this area of West-Ingle. The Edmonton Transit route should be maintained to provide public transportation as long as this is feasible for the hospital.

Guideline (vi) suggests that excessive noise from fans and laundry facilities should be minimized as much as possible in order to preserve the amenity of adjacent residential uses.

Policy 25 Districting Adjustments

The following districts in West-Ingle will be changed to more accurately reflect the existing use on the site:

i) portions of the Westmount Community League site from Low Rise Apartment District (RA7) (Lots 1 to 3 and 8 to 10, Block 1, Plan LX) and Single Detached Residential District (RF1) (Lots 21 and 22, Block A, Plan 3010-P to Public Parks District (AP).

ii) the YMCA site from Single Detached Residential District (RF1) (Lot A, Block 2, Plan 3010-P) to Public Park District (AP).

iii) the park at the northeast corner of Groat Road and 107 Avenue from Metropolitan Recreation District (A) (Block A, Plan 4311 H.W.) described in file plan 8323064 (Bylaw 7754) to Public Parks District (AP).

iv) the Winnifred Stewart School site from Low Density Redevelopment (RF3) (Lots 3 to 10 and Lots 11 to 16, Block 23, Plan LX23) and Low Rise Apartment District (RA7) (Lots 1 and 2, Block 23, Plan LX23) to Urban Services District (US).

v) the Alberta Health Care Building from Shopping Centre District (CSC) (Lot 5, Block 7, Plan 3975 K.S.) to Urban Services District (US).

vi) the three gas station sites adjacent to the Alberta Health Care building from Shopping Centre District (CSC), (Lot 4A, Block 7, Plan 1044 K.S., Lots 10 to 12, Block 6, Plan 1259 H.W., Lot 11, Block 7, Plan 6012 H.W.) to Low Intensity Business District (CB1).

Explanation

The Westmount Community League building and site consists of three different land use districts and the intent of this policy is to change these districts to one district appropriate for a community league site. The Public Parks District establishes an area of public land for active passive recreational uses and is an appropriate district for the Westmount Community League site. Similarly, the YMCA at 12840 - 109 Avenue was districted for residential use and will now be districted as Public Parks District (AP).

The park at the northeast corner of Groat Road and 107 Avenue is more appropriately districted Public Parks District (AP) which applies to landscaped buffers than the previous districting, Metropolitan Recreation District, (A) which is used to preserve parkland along a ravine and other environmentally sensitive areas.

The Winnifred Stewart School and residence for the mentally handicapped was districted for residential use and as an institutional use is more appropriately districted as Urban Services District (US).

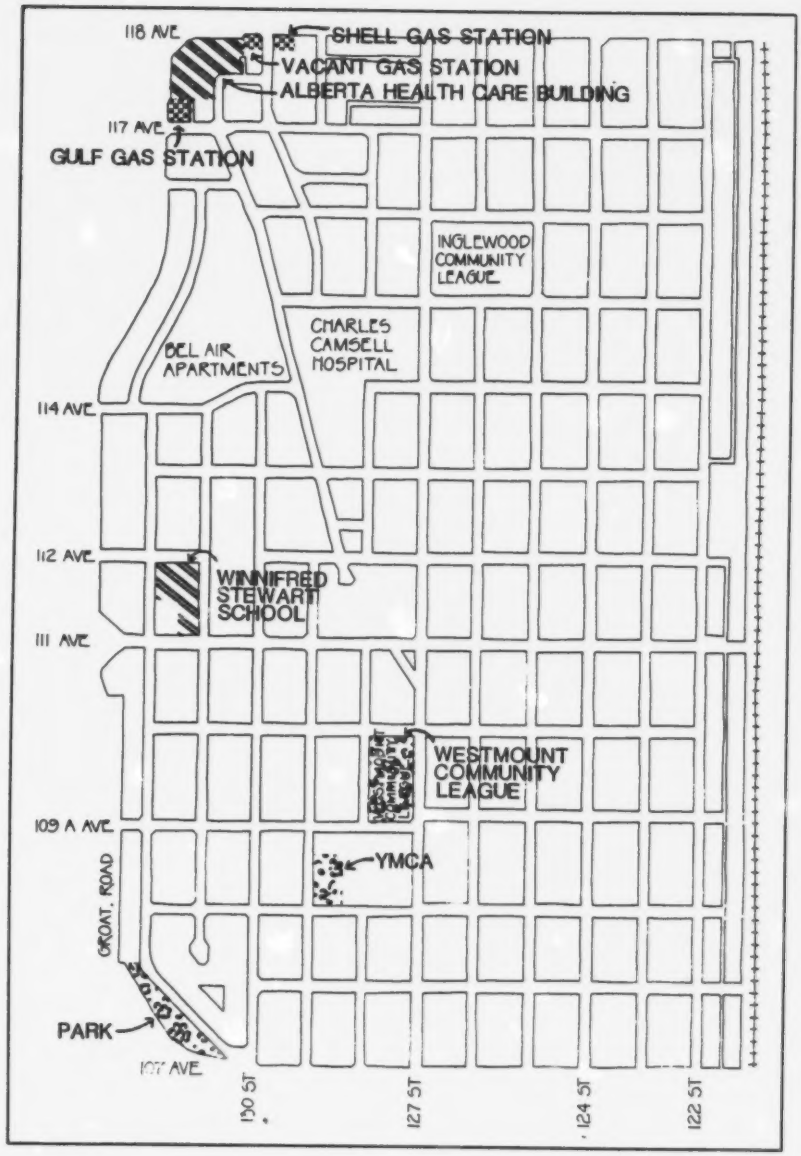
As an institutional use the Alberta Health Care Building at Groat Road and 118 Avenue is more appropriately districted as Urban Services District (US) than Shopping Centre District (CSC) which provides for large shopping centres. In the event of redevelopment of this site a shopping centre would not be appropriate due to its location directly adjacent to single detached housing and the proximity of the site to the Westmount Shopping Centre.

Similarly, the gas stations adjacent to the Alberta Health Care building will be districted as Low Intensity Business Use (CB1) which provides for gas stations and small scale commercial uses.

The districting adjustments are shown on Map 15.

MAP 15

DISTRICTING ADJUSTMENTS
WEST-INGLE



URBAN SERVICES DISTRICT (US)

LOW INTENSITY BUSINESS DISTRICT (CB1)

PUBLIC PARKS DISTRICT (AP)

PART III LAND USES

- Introduction
- Description of Land Use Districts

INTRODUCTION

This section outlines the land uses in the West-Ingle Area Redevelopment Plan. The land use districts in West-Ingle are shown on Map 17 and the area of application, rationale and specific provisions for discretionary uses are described below.

Where specific provisions affecting the consideration of Discretionary Uses are indicated, the Development Officer will use them in his/her discretion to approve, refuse or impose appropriate conditions on a development of a discretionary use in order to implement the specific provisions of the Plan, pursuant to Section 17 of the Land Use Bylaw.

Where specific provisions affecting the consideration of Discretionary uses are not indicated, the regulations of the Land Use Bylaw pertaining to the District apply.

RF1 - SINGLE DETACHED RESIDENTIAL DISTRICT
(Section 110 Land Use Bylaw)

Area of Application: Generally the area west of Groat Road and east of 124 Street, between 107 Avenue to the south and 111 Avenue to the north.

Rationale: To provide a district primarily for single detached housing in order to maintain the single family character of this portion of West-Ingle.

RF3 - LOW DENSITY REDEVELOPMENT DISTRICT
(Section 140 Land Use Bylaw)

Area of Application: Generally, the area between Groat Road on the west and the CN right-of-way at 121 Street on the east, on the south to 111 Avenue, 124 Street and 107 Avenue further to the south.

Rationale: To provide a district primarily for single detached and semi-detached housing while allowing small-scale conversion and infill redevelopment to housing forms containing up to four dwellings per building. All regulations for permitted and discretionary uses are contained in Section 140 Low Density Redevelopment District (RF3) in the Land Use Bylaw.

RF4 - SEMI-DETACHED RESIDENTIAL DISTRICT
(Section 150 Land Use Bylaw)

Area of Application: Generally the area enclosed by 118 Avenue on the north, 129 Street on the east, 117 Avenue on the south and 131 Street on the west.

Rationale: To provide a district primarily for semi-detached housing.

RA7 - LOW RISE
APARTMENT DISTRICT
(Section 210 Land Use Bylaw)

Area of Application	Generally along arterials that border the neighbourhood, 118 Avenue, and 107 Avenue, 111 Avenue and the Bel Air Apartments site adjacent to Groat Road.
Rationale:	To provide a district for low-rise apartments. Comprehensively planned developments will be encouraged for the Bel Air Apartments site according to the guidelines for development contained in Policy 6. Policy 7 describes guidelines for redevelopment of the Princess Apartments south of 118 Avenue between 127 and 128 Streets.

RA8 - MEDIUM-RISE
APARTMENT DISTRICT
(Section 220 Land Use Bylaw)

Are of Application:	Generally the non-commercial properties along both sides of 124 Street between 109 Avenue and 118 Avenue.
Rationale:	To provide a district for medium rise apartments.

RA9 - HIGH RISE
APARTMENT DISTRICT
(Section 230 Land Use Bylaw)

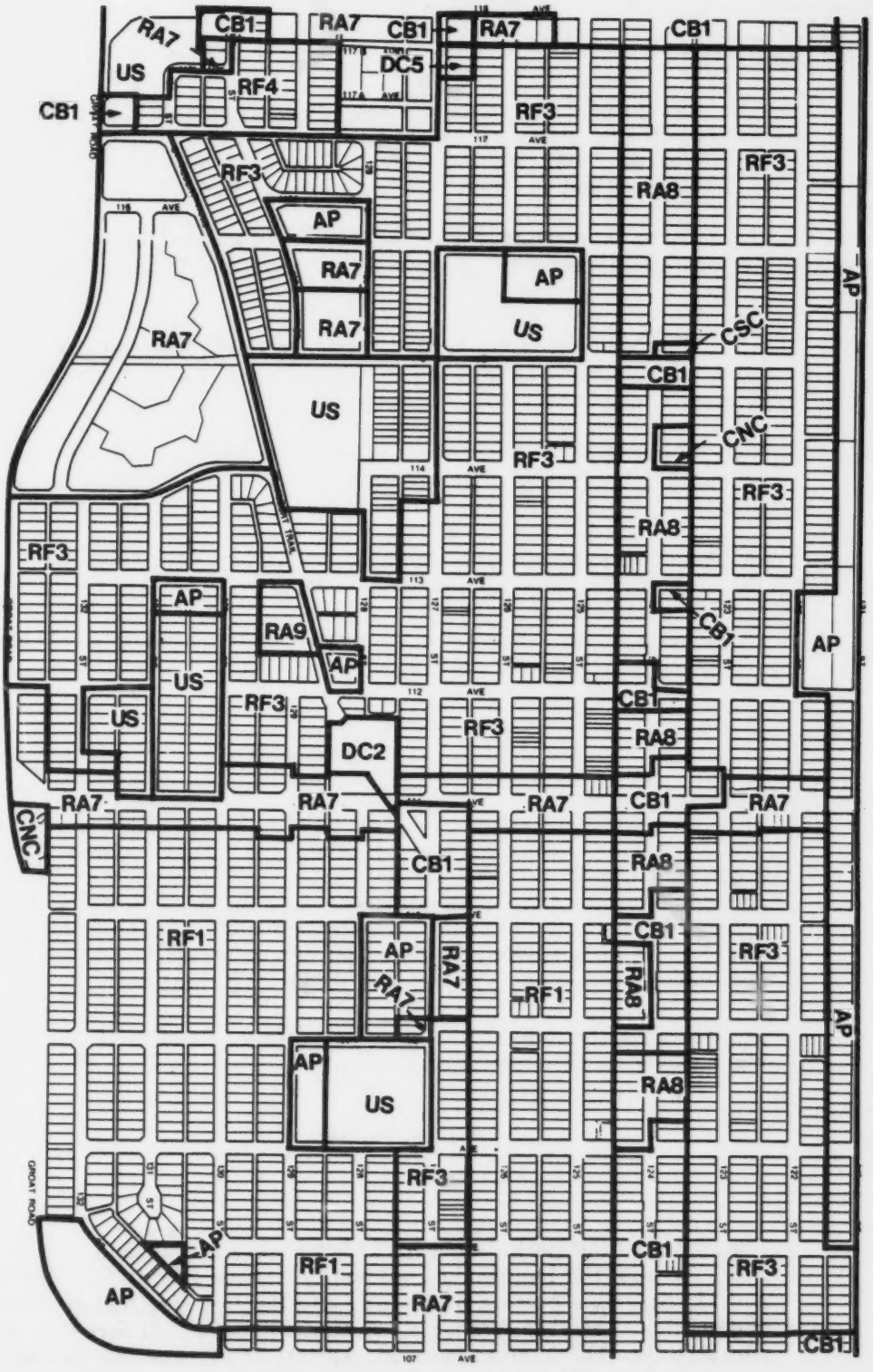
Area of Application:	Generally the area enclosed by 113 Avenue on the north, St. Albert Trail on the east, 112 Avenue on the south and 130 Street on the west.
Rationale:	To provide a district for high-rise apartments.

CNC - NEIGHBOURHOOD
CONVENIENCE
COMMERCIAL DISTRICT
(Section 310 Land Use Bylaw)

Area of Application:	A portion of 124 Street at 114 Avenue and at Groat Road and 111 Avenue.
Rationale:	To provide a district for convenience commercial and personal service uses which are intended to serve the day-to-day needs of residents within new or established neighbourhoods.

MAP 16

LAND USE DISTRICTS AS OF SEPTEMBER, 1984
WEST-INGLE



NOTES: 1. SEE PART III OF THE EDMONTON LAND USE BYLAW FOR THE MOST CURRENT ZONING

2. LAND USE DISTRICTS ARE EXPLAINED IN PART III OF THIS PLAN

CB1 - LOW INTENSITY BUSINESS DISTRICT
(Section 330 Land Use Bylaw)

Area of Application:	The portion of 118 Avenue between 122 Street and 125 Street and at 128 Street, portions of 124 Street between 107 Avenue and 115 Avenue, the portion of 127 Street between 110 and 111 Avenues, and at Groat Road and 117 Avenue.
Rationale:	To provide a district for low intensity commercial, office and service uses located along arterial roadways that border residential areas.
Specific Provisions Affecting Consideration of Discretionary Uses	The Development Officer will have regard for the following guideline when reviewing development applications for Discretionary Uses. Discretionary Uses are discouraged which pose a noise or traffic nuisance, generate a high demand for parking or occupy a large amount of floor space, such as the following uses: (a) Automotive equipment and repair shops (b) Automotive/minor recreational vehicle sale/rentals (c) Drive-in Food Services (d) General Retail Stores with a gross floor area greater than 1,000 m^2 (10,763.90 sq. ft.)

US - URBAN SERVICES DISTRICT
(Section 510 Land Use Bylaw)

Area of Application:	The Alberta Health Care Building at 11759 - Groat Road, Inglewood Elementary School at 11515 - 127 Street, the Charles Camsell Hospital at 12815 - 115 Avenue, St. Andrew Elementary School at 11342 - 127 Street, Westmount Junior High School at 11125 - 131 Street, Winnifred Stewart School at 11130 - 131 Street and Westglen Elementary School at 10950 - 127 Street.
Rationale:	To provide a district for public and privately owned facilities of an institutional or community service nature.

AP - PUBLIC PARKS DISTRICT
(Section 530 Land Use Bylaw)

Area of Application:	The ornamental park between 128 and 129 Street and 116 and 116A Avenue, the Inglewood Community League site at 116 Avenue and 125 Street, a portion of the athletic field of Westmount Junior High School at 113 Avenue between 130 and 131 Streets, the parkette at 112 Avenue and St. Albert Trail, the buffer strip adjacent to the CN rail line at 121 Street, the Westglen playground at 109A Avenue and 129 Street, a parkette in the interior of the

	block bounded by 130 and 132 Street, Groat Road and 109 Avenue, the park at 107 Avenue and Groat Road, the Westmount Community League site at 10978 - 127 Street and the YMCA at 12840 - 109 Avenue.
Rationale:	To establish an area of public land for active and passive recreational uses.

DC2 - COMPREHENSIVELY PLANNED DEVELOPMENT DISTRICT (Section 720 Land Use Bylaw)

Area of Application:	St. Andrew's Centre at 12720 - 111 Avenue.
Rationale:	To provide a Direct Control District to enable major, comprehensively planned and designed development creating a unique, integrated and high quality urban environment, which is compatible with surrounding development and complies with applicable Statutory Plans but which could not be accommodated under any other land use district in the Land Use Bylaw.

DC5 - SITE SPECIFIC DEVELOPMENT CONTROL DISTRICT (Section 750 Land Use Bylaw)

Area of Application:	A portion of the east side of 127 Street south of 118 Avenue.
Rationale:	To provide a Direct Control District for the creation of site specific land use regulations in respect of specific sites within the City where the circumstances relating to the development of a specific site are such that regulation and control by means of the other land use districts provided for in the Land Use Bylaw would be inappropriate or inadequate, having regard to existing or future surrounding developments and to the interest of the applicant and the public generally.

WEST-INGLE AREA REDEVELOPMENT PLAN

APPENDICES

TABLE OF CONTENTS

		PAGE
Appendix I	History of Westmount and Inglewood	1
Appendix II	List of Heritage Homes in West-Ingle	6
Appendix III	Neighbourhood Heritage Evaluation Checklist	7
Appendix IV	Historic Street Names in West-Ingle (1910 and before)	8

APPENDIX I

A SHORT HISTORY OF WESTMOUNT AND INGLEWOOD

ACKNOWLEDGMENTS

The Planning and Building Department would like to thank two long time residents of the Westmount and Inglewood areas, Joan Torguson and Leona Scott, for their invaluable help in the preparation of this history.

INTRODUCTION

The following describes the evolution of the communities of Westmount and Inglewood. It is divided into sections which identify specific aspects of the neighbourhood. The history is by no means complete. It does however, offer a basis upon which the evolution of the neighbourhood can be comprehended and identifies areas where further research could be undertaken.

RESIDENTIAL DEVELOPMENT

Most of the land in West-Ingle was originally owned by two men: Malcolm Groat, whose River Lot #2 stretched from 121 Street to 135 Street south of 109 Avenue; and John Norris, whose farm lay just east of 121 Street north of 109 Avenue. Even though the area east of 127 Street was incorporated into Edmonton in 1904, and the remainder was incorporated in 1908, West-Ingle still remained unsettled and undeveloped during this period. At that time, because there were few planning restrictions, developers constructed as many buildings per lot as possible. Consequently, redevelopment today has occurred slowly throughout the Westmount area because a landowner would have to buy two or more houses per lot in order to redevelop those lots. Inglewood, in contrast, redeveloped at a quicker, more uniform pace after planning bylaws were in place which necessitated one building per lot.

It would appear that the name "Westmount" came from a Montreal neighbourhood of the same name. (It may have been that a developer from Montreal first subdivided the area.) Inglewood is likely named after a community also of the same name, located in southern Ontario. Westmount's present boundaries (121 Street west to Groat Road, 107 Avenue north to 111 Avenue) were selected around 1910. This proved to be a prelude to the area's first great spurt of development which occurred during the great land boom of 1911-13. Taking advantage of the expanding market for houses in Edmonton, developers purchased the land from Groat and Norris and began to erect a large number of homes without specific buyers (in those days, a new idea). Most of these homes were constructed to the east of 127 Street, as was the case earlier to the south in Groat Estate.

Westmount developers generally aimed at attracting young professionals to the neighbourhood. As a result, a large number of doctors, lawyers and educators who were in the early phases of their career, settled in the area. This can be contrasted with Groat Estate where the more wealthy and established professionals tended to gravitate, and Inglewood (north of 111 Avenue) which attracted civil servants, railway workers and tradesmen. This contrast was also shown by Westmount houses which "struck a median between the extravagance of Groat Estate and the modesty of Inglewood. Clapboard replaced brick, but the houses still had some of the amenities such as fireplaces, large kitchens and verandas." (Historical guide to Westmount).

DEVELOPMENT OF COMMUNITY FACILITIES

Churches

Westminster United Church, 12330 - 113 Avenue. Reverend W. A. Lewis started Albany Avenue Methodist Church in 1912 at 110 Avenue and 128 Street. It became Westmount United in 1925 with the church union, and in 1946 the congregation moved to 124 Street and 113 Avenue. At this time the name changed to Westminster United. The present structure at 12330 - 113 Avenue was built in 1956.

St. Peter's Anglican Church, 11035 - 127 Street. The original building was called St. Peter's Mission and was built around 1913. Also, the original building was pulled to its present site in 1921 by a team of horses.

St. Andrew's Catholic School, 11342 - 127 Street. St. Andrew's parish was established by Archbishop O'Leary in 1927. Previous to that, the Catholic community had been served by the Jesuit College. As the College chapel became overcrowded, it proved necessary to secure other facilities. A building was purchased in north Edmonton and moved to the St. Albert Trail and 111 Avenue site. It served the parish until the construction of the present church in 1955.

Former Westmount Presbyterian Church was on the site of the present Unitarian Church located at 110 Avenue and 126 Street. Westmount Presbyterian Church moved to south of Westmount Shoppers Mall.

Community Leagues

Westmount Community League is one of the oldest in Edmonton. In 1929 the community league building was moved by horses from 67 Street and 129 Avenue to 109A Avenue and 127 Street. The Community League was one of the first in the city to actively pursue a recreation policy, sponsoring the construction of tennis courts and an outdoor rink in 1921.

Inglewood's growth started after World War II and therefore there was little need for a league building, hence the Westmount facility was used from 1910 to 1950. But by 1950 it was large enough to establish its own community league at 12515 - 116 Avenue and was built through volunteer labour. The building's construction was supervised by Lloyd Wood who lived at 126 Street and 107 Avenue. (See "Important People").

Edmonton Jesuit College was founded in 1913. Students from all over Canada attended since it was the only classical college in Western Canada. Such a college offered courses in Greek, Latin literature and language. It was located on the site now occupied by the Charles Camsell Hospital. The land on which the college was located was donated by John Norris. The Americans took over the College during World War II and upon the completion of the war the Department of Veterans Affairs assumed control of the building and converted it to a Tuberculosis Hospital. The Charles Camsell Hospital was constructed soon after.

Public Schools

Westmount Public School, built in 1914, is one of the oldest in the city. The land was bought from Norris's farm and the first school was a two-storey structure constructed on 128 Street between 110 and 111 Avenues. Previous to that, classes were held in several locations throughout the area.

COMMERCIAL AND INDUSTRIAL DEVELOPMENT

One of the first attractions in the West-Ingle area was the St. Albert Trail which headed northwest from Fort Edmonton passing the "Norris and Carey" store. The trail then headed for St. Albert where it split into two trails, one leading to Fort Assiniboine dating from 1825 and another to Lac St. Anne and Jasper dating back to 1842. Since the trail was heavily used it became an ideal location for stores which catered to travelers. This occurred during the early part of the century. By 1913, 124 Street had a streetcar line which increased its attraction as a location for mixed commercial outlets.

Prohibition was first introduced to the Province by way of a plebiscite in 1915 when the Province voted to go dry. As a result, moonshine stills and rum runners occurred along the trail in the Inglewood area since it was mostly bush and swamp.

From 1915 onwards, 124 Street became more and more developed with grocery stores, meat markets, laundries and bakeries. This redevelopment pressure was done at the expense of demolishing a number of circa 1913 homes, only one of which still remains, the original home of Robert Ferdinand Stelck, located at 109A Avenue. A number of other commercial and light industrial businesses grew in the West-Ingle area other than those found on 124 Street.

TRANSPORTATION

The West-Ingle area was subdivided around 1910 when a grid pattern of streets and avenues was surveyed. Many maples and poplars were planted up and down 125 and 126 Streets in the same year. The trees however, were chopped down and were replaced with elm trees around 1940.

Streetcar service was developed by the Edmonton Radial Railway Company in 1908 and ran until around 1950. The streetcar ran through the community to supply transportation service to the Calder railway yards. There were three lines which ran through the West-Ingle area, and were first started in 1913. The first was the Blue and White line which ran up 124 Street and turned at 112 Avenue. There was also the Orange and Green line which ran up 124 Street to 118 Avenue then jogged west to 127 Street and ran up to Calder. The streetcar ran every two to three minutes during rush-hour transporting railway workers to the Calder rail yards. The third line was named the Blue Line and also turned at 112 Avenue.

IMPORTANT PEOPLE

The following descriptions identify prominent residents of West-Ingle who became known over the years for their contribution to their neighbourhood, city, province or country.

John Norris greatly influenced the development of the area. He owned River Lot Number 2 (west of Hudson's Bay Company Reserve) and started a saw and grist mill on Kenny MacDonald's property east of the hamlet of Edmonton during 1880. He was also co-owner of the Norris and Carey store located approximately at 98 Avenue and 110 Street. He came from Scotland in the 1840's and worked for the Hudson's Bay Company as a boatman between Edmonton and York Factory. In 1864 Norris and George Flett were in charge of the first brigade of Red River carts to travel from Winnipeg to Edmonton. Norris was well-known in the Edmonton area for his involvement in the Board of Trade, Old Timers' Association, and his firm Norris and Carey. An intriguing and energetic man, Mr. Norris served as a liaison between Metis and local settlers during the Riel Rebellion.

Peter Elliot lived at 12728 - 112 Avenue and was born in Edmonton, the son of a Federal Customs Officer. He attended Westmount School and after graduating from Victoria School he went to work as a copyboy for the Edmonton Journal in 1938. Mr. Elliot worked for the Journal for approximately 10 years. His reputation put him in good stead and in 1948 he became Executive Assistant to Premier Manning. After thirteen years he left that post in favour of the Chairmanship of the Alberta Liquor Control Board.

Justice William Morrow lived at 11304 - 125 Street. Born in 1917, he attended Westmount Public School and then went on to the University of Alberta receiving his law degree in 1939. Mr. Justice Morrow served as Supreme Court Judge in the North-West Territories and was a member of the Supreme Court of Alberta.

Lloyd Wood lived at 11308 - 126 Street. He came to Edmonton in 1914 as Physical Education Director of the Y.M.C.A. Mr. Wood quickly became an outstanding member of the community. A founding member of the Edmonton Federation of Community Leagues, he served as President during his early years. Among his contributions to the community was the establishment of the first public skating rink. He was also the Chairman of the Royal Alexandra Hospital Board for ten years, served as President of the Edmonton Maritimer's Association, (the first such association in Canada), and was an early President of the Property Owners Association.

Dr. Norman Terwilliger lived at 10727 - 125 Street. He was a pioneer surgeon and general practitioner from 1912 and practiced in Edmonton for over thirty-five years. He was a member of the Royal Alexandra Hospital staff and served terms as President of the Edmonton Academy of Medicine and the Alberta Medical Association.

Matt Berry lived at 10828 - 122 Street. He was well-known for his contribution to the development of northern Canada. His numerous contributions have been of outstanding benefit to Canadian aviation. Matt Berry stands among the significant pilots to open up Canada's north and he holds a well-deserved place in Canada's Aviation Hall of Fame.

Percy Page lived at 10947 - 123 Street. Moving to Edmonton in 1912, Dr. J. Percy Page began his life here as a teacher at Victoria Composite. Two years later, he moved to McDougall Commercial High School, the spawning grounds of the Edmonton Commercial Grads. Dr. Page coached the World Champion Ladies Basketball Team from 1914-1940. After his retirement from teaching in 1952, Dr. Page won a seat in the Alberta Legislature as a Progressive Conservative representative. Previously, he had been an Independent from 1940-1948 and leader of the Opposition for the last four of those years. In 1959, he was appointed Lieutenant-Governor of Alberta.

Fredrick Fisher lived at 10953 - 123 Street. He was an early Secretary of the Board of Trade and was best known for his outspoken views on land speculators and absentee landlords.

Charles Grant lived at 11024 - 123 Street. He came to Alberta in 1905 and was active in public service for most of his life. Although he never attended University, he practiced law until the age of 84, making him Alberta's, if not Canada's, oldest practicing lawyer. He was appointed Kings Counsel and received an honorary Doctor of Laws Degree from the University of Alberta. An early supporter of the Yellowhead Highway, he was instrumental in persuading the Government to build a good road from Edmonton to Jasper. Mr. Grant was a founding member of the American Motor Association in 1925 and served as the first Canadian to become its Director.

George Walter Gorman lived at 11050 - 123 Street. The Gorman family moved to 123 Street in the early 1920's. He was the Chief Inspector of Schools and had been School Inspector at Carstairs, High River and Calgary, as well as Principal at Norwood School in 1911. He went on to become the Deputy Minister of Education before his death in 1935.

CHRONOLOGY OF EVENTS

(List based in part on Edmonton: A History by J. G. MacGregor).

1873 Survey of Hudson's Bay Reserve.
1904 Edmonton incorporated as a City, annexation included area east of 127 Street.
1905 Alberta becomes a Province.
1906 Edmonton confirmed as Capital of Alberta.
1908 Remainder of West-Ingle area incorporated with Edmonton.
1908 Streetcar system started.
1910 Westmount's present boundaries, 121 Street west to Groat Road, 107 Avenue north to 111 Avenue was subdivided.
1911-1912 Flurry of redevelopment occurred which was part of the City's land boom.
1912 Albany Avenue Methodist Church began.
1913 124 Street was paved and a streetcar line was constructed along it.
1913 St. Peter's Mission started.
1913 Edmonton Jesuit College founded.
1914 City streets renamed.
1914 Westmount Public School completed.
1919 Westmount Community League was formed.
1927 St. Andrew's Parish began by Archbishop O'Leary
1929 Safeway store opened and was one of the first in the City.
1938 Roxy Theatre opened.
1939-1940 Westglen High School opened.
1950 Inglewood Community League formed.
1950 Edmonton Radial Railway Company ceases operation.

APPENDIX II

LIST OF HERITAGE HOMES

IN WEST-INGLE

Older West-Ingle homes (those dating between 1919 and 1925) have been evaluated according to a "Neighbourhood Heritage Evaluation Check List" developed by the Edmonton Historical Board. These houses were evaluated according to the presence of the following architectural features contained in the checklist; two to two and a half storey height with a "tall and narrow" proportion, front facing dormers, narrow clapboard siding, multi-paned vertical windows and porches which extend the whole front of the building.

Homes that have retained these architectural characteristics are described as heritage homes and have been added to the City of Edmonton Register of Heritage Buildings maintained by the Edmonton Historical Board (see Policy 2 Register of Heritage Buildings). West-Ingle homes that are in the Register of Heritage Buildings are listed below.

122 Street

10818
10828
10914
10918
10922
10970
10974
10978
12206 - 111 Avenue
11108
11118
11132
11138
12211 - 112 Avenue
11422
11506
11512
11526
11534
11542
11546

123 Street

10718
10724
10728
10729
10748
10806
10829
10830
10833
10838
12224 - 109 Avenue
10904
10912
10920
10924
10929
10935
10947
10951
10953
10967
10993
10996
11014
11117
11122
11131
11135
11137
11204
11208
11209
11211
11222
11223
11226
11234
11238
11239
11244
12220 - 113 Avenue
11330
11338
11344
11403
11512
11531
11539

125 Street

11003
11006
11007
11011
11013
11014
11017
11018
11024
11033
12426 - 111 Avenue
12422 - 111 Avenue
12418 - 111 Avenue
11102
11124
11131
11140
11142
11217
11223
11227
11308
11312
11418
11422
11425
11427

126 Street

11103
11128
12614 - 112 Avenue
11206
11224
11231
11235
11236
11240
11304
11308
11318
11342
11428
11437

127 Street

11117
11118
11119
11121
11122
11131
11134
11139
11204
11208
11209
11214
11217
11221
11223
11225
11229
11230
11317
11322
12720 - 112 Avenue
12939 - 112 Avenue
11141 - 130 Street

APPENDIX III

NEIGHBOURHOOD HERITAGE EVALUATION CHECKLIST

ADDRESS: _____ DATE: _____

NEIGHBOURHOOD:

ADDRESS:

I SIDING

A. CHANGE IN MATERIALS: YES NO

SUCH AS NEW STUCCO ( ), NEW CEDAR BOARDS ( ), SYNTHETIC SIDING ( ), OR _____

B. NEW SIDING OVER WHOLE HOUSE ( ), PARTIAL ONLY ( )

C. CHANGE IN SCALE OR TEXTURE: YES NO
SUCH AS WIDE SIDING ( ) INSTEAD OF NARROW

D. DETAIL OBSCURED OR REMOVED: YES NO

SUCH AS EAVE BRACKETS REMOVED ( ), WINDOW OR DOOR TRIM PARTIALLY COVERED BY NEW MATERIAL ( ), OR USE OF ALUMINUM CORNER STRIPS ( )

E. SOFFITS INAPPROPRIATE: YES NO

COMMENTS: _____

II ROOFING

PRESENT MATERIAL IS: (PICK ONE)

ASPHALT SHINGLES ( ) CEDAR SHAKES ( ) WOOD SHINGLES ( ) OTHER ( )

III OPENINGS (DOORS AND WINDOWS)

A. HOW MANY WINDOWS ( ) AND DOORS ( ) ARE VISIBLE?

B. OF THESE, HOW MANY HAVE BEEN ALTERED OR CHANGED IN:

____ SHAPE
____ MATERIALS (METAL VS. WOOD)
____ TYPE (CASEMENT OR SLIDING VS DOUBLE-HUNG)
____ PATTERN (MUNTINS)

C. OLD OPENINGS CLOSED UP? YES NO
NEW OPENINGS MADE IN WALL? YES NO

IV MASSING

A. DORMERS ADDED, REMODELLED OR REMOVED? YES NO

B. VERANDAH ADDED, REMODELLED OR REMOVED? (INCLUDING WINDOWS) YES NO

C. SECOND FLOOR PORCH ADDED, REMODELLED OR REMOVED? (INCLUDING WINDOWS) YES NO

D. OTHER NEW ROOMS OR MAJOR ADDITIONS? YES NO

E. ARE THESE NEW ADDITIONS OUT OF CHARACTER? YES NO

V MISCELLANEOUS

ARE THE FOLLOWING DETAILS INAPPROPRIATE?

FRONTSTEPS:	YES	NO	FOUNDATION PARGING:	YES	NO
NEW OR RE-COVERED CHIMNEY:	YES	NO	COLOR:	YES	NO
ALUMINUM STORM DOORS/ WINDOWS:	YES	NO	OTHER:	YES	NO
			OTHER:	YES	NO

VI IS THIS HOUSE OUT OF CHARACTER WITH THE TIME AND TYPE IN THIS NEIGHBOURHOOD? YES NO

COMMENTS: _____

SURVEYED BY: _____ DATE: _____

APPENDIX IV

HISTORIC STREET NAMES IN WEST-INGLE (1910 and before)

The following is a list of the historic names of streets and avenues in West-Ingle. With support and funding by residents streets names could be re-introduced in West-Ingle at mid block or engraved in the sidewalk at intersections. Adding street names in West-Ingle particularly in the Architectural Heritage Area bounded by 110 Avenue (Albany Avenue) on the north, 125 Street (St. Catherine Street) on the east, 107 Avenue (Short Avenue) on the south and 126 Street (Groat Street) on the west will contribute to preserving the older character of West-Ingle.

122 Street	Notre Dame Street
123 Street	Saint James Street
124 Street	Edward Street
125 Street	Saint Catherine Street
126 Street	Groat Street
127 Street	Park Street
128 Street	First Street
129 Street	Second Street
130 Street	Third Street
131 Street	Fourth Street
132 Street	Fifth Street
107 Avenue	Short Avenue
108 Avenue	Coot Avenue
109 Avenue	Green Avenue
109A Avenue	Saint Lawrence Avenue
110 Avenue	Albany Avenue
111 Avenue	Muskoka Avenue
112 Avenue	Nipigon Avenue
113 Avenue	Brazeau Avenue
114 Avenue	Stikeen Avenue
115 Avenue	Okanogan Avenue
116 Avenue	Yukon Avenue
117 Avenue	Pembina Avenue
118 Avenue	Alberta Avenue